1982 Keihin Carburetors

KEIHIN 2-BARREL — HONDA

Accord, Civic, Prelude

DESCRIPTION

Carburetor is a 2 barrel, 3 venturi downdraft design. Carburetor contains 2 systems, primary and auxiliary. Primary system utilizes primary and secondary venturi, float system, accelerator pump system, and an idle system. Auxiliary system utilizes an auxiliary venturi with a float and idle system. Auxiliary system provides fuel to the pre-combustion chamber.

Carburetor components include electrically heated, automatic choke, choke opener diaphragm, secondary throttle opener diaphragm, fuel shut-off solenoid, primary/secondary main fuel cut-off solenoid, primary slow mixture cut-off solenoid, fast idle unloader and air jet controller (Calif. and high altitude models).

The air jet controller (AJC) is an atmospheric pressure sensing device, controlling the amount of air flow into slow and main air jets of auxiliary carburetor and secondary slow air jet of main carburetor.

CARBURETOR IDENTIFICATION

Application	Man. Trans.	Auto. Trans
Accord DX & Prelude		
California	CB60C	CB60D
Federal	CB59A	CB59B
High Altitude	CB60A	CB60B
Accord LX		
California	CB62C	CB62D
Federal	CB61A	CB61B
High Altitude	CB62A	CB62B
Civic		
1300 cc		
California		
4-Speed	CB55C	
5-Speed	CB55F	
Federal		
4-Speed	CB54A	
5-Speed	CB54C	
High Altitude		
4-Speed	CB55A	
5-Speed	CB55E	
1500 cc		
California	CB55D	CB57D
Federal	CB54B	CB56B
High Altitude	CB55B	CB57B

ADJUSTMENTS

NOTE: For all on-vehicle adjustments not covered in this article, see appropriate TUNE-UP SERVICE PROCEDURES article.

AUTOMATIC CHOKE

Both choke valve setting and fast idle position are controlled during engine warmup by automatic choke. It consists of 5 ohm resistor on firewall, air intake sensor in air cleaner assembly, thermovalve in thermostat housing, voltage regulator, choke opener and fast idle unloader.

Choke Coil Tension & Linkage

1) With engine cold, remove air cleaner. Then open and close throttle fully. Choke blade should close completely; above 82°F (28°C) choke will only partially close.

2) If choke does not close properly, remove choke cover and check for free movement of linkage and repair as necessary. If choke still does not close properly, replace choke cover.

Choke Opener & Linkage

1) Disconnect choke heater wires. Open and close throttle fully to engage fast idle cam. Start engine. Choke valve should partially open.

2) If choke opens partially, go to step **5)**. If choke does not partially open, check linkage for free movement and retest.

3) If choke still does not partially open, check position of choke opener lever. Clearance should exist between choke opener lever and stop when engine coolant temperature is below 52°F (11°C).

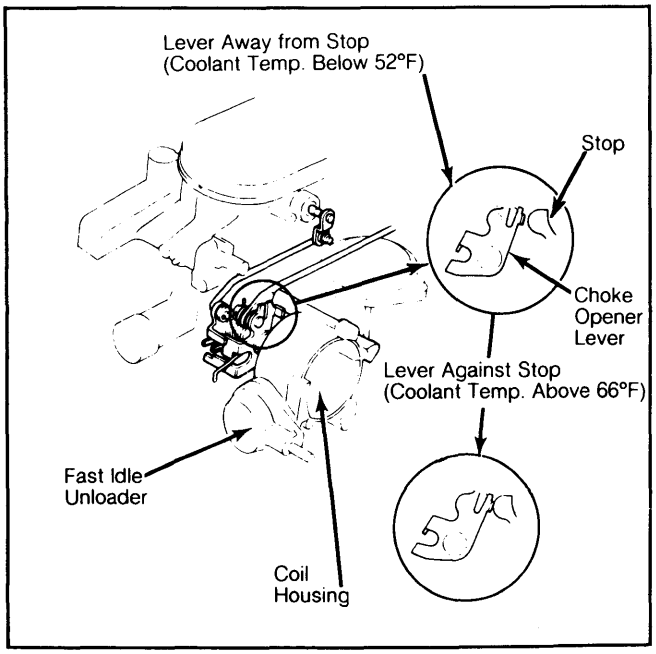
4) If engine stalls or runs rough when lever is pulled against stop, go to step **5)**. Clearance should not exist between choke lever and stop when engine coolant temperature exceeds 66°F (19°C). If clearance exists, go to step **7)**.

5) With coolant temperature below 52°F (11°C), disconnect choke opener-to-thermovalve tube at choke opener. If choke opener lever moves away from stop, replace thermovalve and retest.

6) If lever touches stop, clean choke opener joint orifice and retest. If lever is still against stop, replace choke opener diaphragm and retest.

7) With coolant temperature above 66°F (19°C), disconnect and plug choke opener hose. Lever should touch stop. If lever does not touch stop, replace thermovalve.

Fig. 1: Choke Opener Lever Position Check



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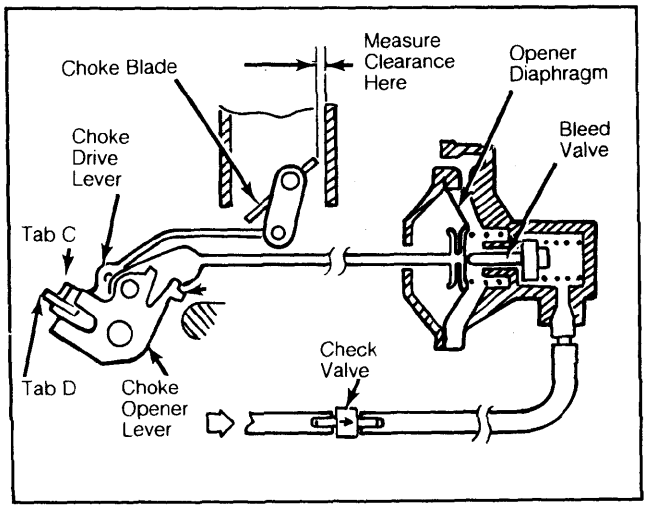
Choke Valve Opening

1) Remove choke cover. Fully close choke valve. Fully open, then close throttle valve. Disconnect choke opener tube and apply 85 psi (6 kg/cm²) air to choke opener.

2) Reconnect choke opener tube. Push choke opener rod towards the opener diaphragm until it stops. Pull choke drive lever down against choke opener lever.

3) Measure clearance between choke blade and carburetor body. Adjust to 1st stage clearance specification by bending Tab D. *See Fig. 2.*

Fig. 2: Choke Valve Clearance Measurement



4) Hold choke opener lever and choke drive lever together and push them toward opener diaphragm until they stop. Measure choke blade clearance and adjust to 2nd stage clearance by bending Tab A.

5) While holding choke opener lever, release choke drive lever and measure choke blade clearance. Adjust to 3rd stage clearance specification by bending Tab C.

Choke Coil Heater

1) As engine reaches normal operating temperature, choke blade should fully open. If it does not, inspect choke linkage and repair as necessary.

2) If choke still does not open fully, disconnect air temperature sensor connector and check for voltage at Blue/White wire to ground (leave choke wires connected). Voltmeter should read battery voltage.

3) If there is no voltage, check for an open circuit between choke heater and battery. Repair as necessary.

4) If there is voltage, check for voltage at Red wire to choke cover. If there is no voltage, replace choke cover.

5) If there is voltage, check for open circuit in external resistor or short in choke heater. Repair as required.

Fast Idle Unloader

1) Connect tachometer to cold engine. Start engine and allow to reach normal operating temperature. Do not manually open throttle.

2) As engine warms up, speed should drop below 1400 RPM. If not, disconnect 2 unloader hoses and check for vacuum.

3) If vacuum is present, check diaphragm for leaks and free movement of unloader rod and retest. If no vacuum is present, check thermovalve.

Thermovalve

1) Drain engine coolant until lever is below distributor holder. Remove distributor holder and thermovalve. Attach vacuum pump to thermovalve. Suspend thermovalve in cold water.

2) Slowly heat water. Note temperature and vacuum readings. Valve should open below 60°F (15°C) and not hold vacuum. Valve should close above 77°F (25°C) and hold vacuum.

Air Temperature Sensor

1) Disconnect and remove sensor from air cleaner. Check for voltage across sensor lead wires.

2) Voltage should be present at 40-74°F (4.5-23°C), but absent below this temperature range. Replace air temperature sensor if not to specifications.

THROTTLE CABLE

1) Check that throttle cable operates smoothly with no binding or sticking. Check cable free play at linkage.

2) Adjust cable deflection to .16-.40" (4-10 mm) by turning adjusting nut. Tighten lock nut.

3) Throttle valve should open fully when accelerator pedal is depressed and return to idle position when pedal is released.

FLOAT LEVEL

1) Ensure vehicle is on level ground. Start engine and warm to normal operating temperature. Increase engine speed to 3000 RPM and quickly return it to idle.

2) With fuel level stabilized, check that it touches dot on the inspection windows. If not, adjust by turning adjusting screws.

Fig. 3: Float Level Adjustment

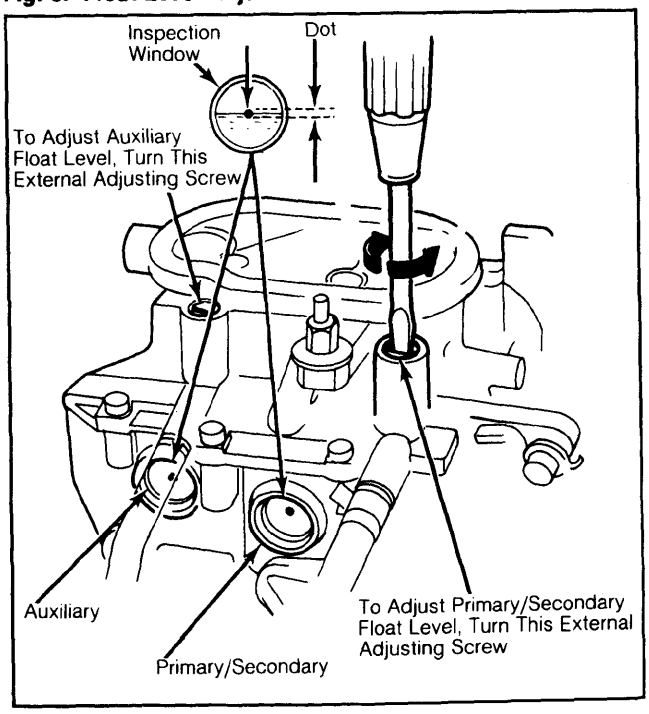


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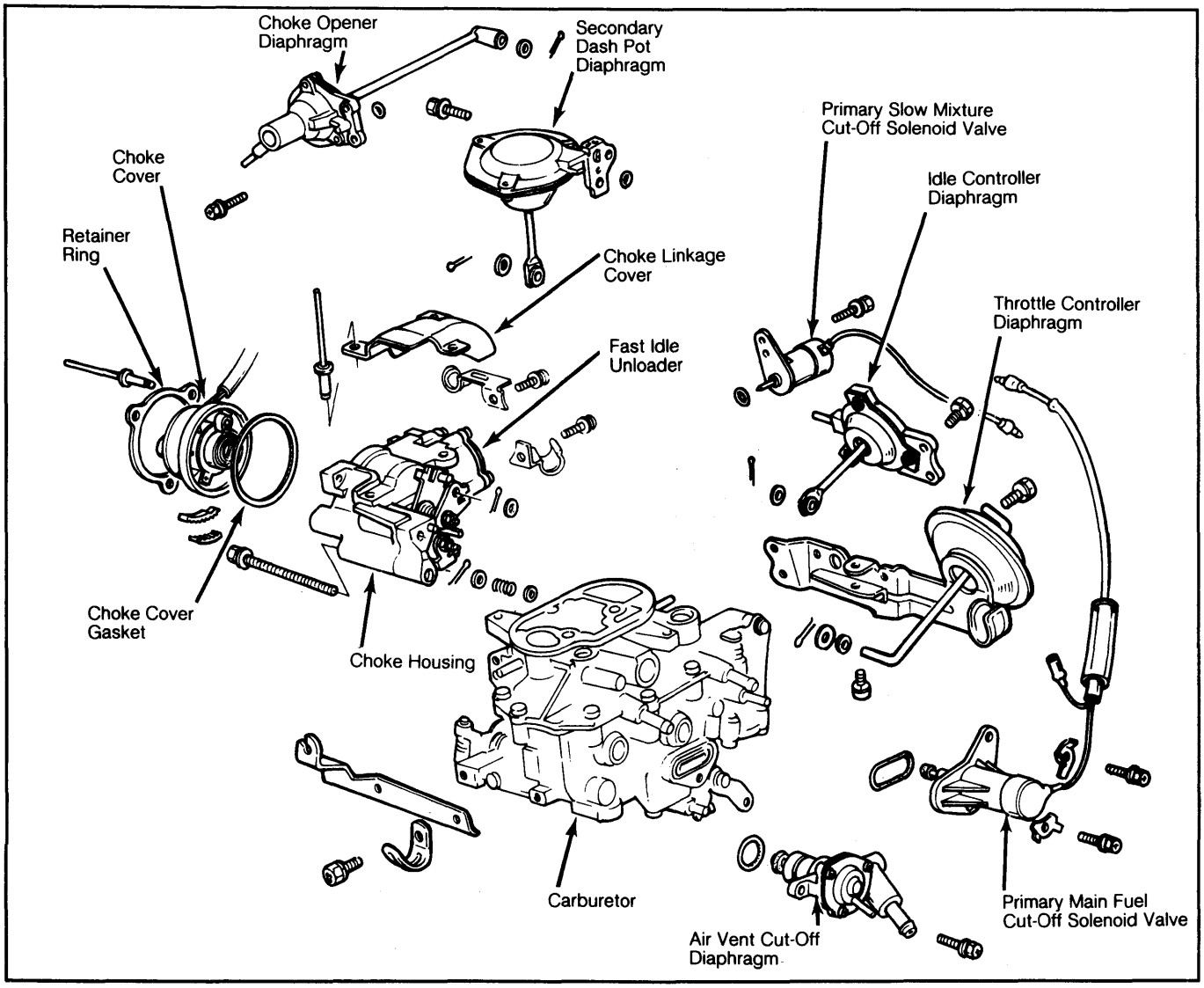
Fig. 4: Exploded View of Keihin 2-Bbl. Carburetor



CARBURETOR ADJUSTMENT SPECIFICATIONS

Application	1st Stage CLearance In. (mm)		2nd Stage Clearance In. (mm)		3rd Stage Clearance In. (mm)	
	Man. Trans.	Auto. Trans.	Man. Trans.	Auto. Trans.	Man. Trans.	Auto. Trans.
Accord & Prelude						
California	.040-.046 (1.02-1.16)	.040-.046 (1.02-1.16)	.072-.080 (1.83-2.03)	.072-.080 (1.83-2.03)	.151-.169 (3.84-4.29)	.151-.169 (3.84-4.29)
Federal	.040-.046 (1.02-1.16)	.034-.040 (.863-1.02)	.072-.080 (1.83-2.03)	.072-.080 (1.83-2.03)	.151-.169 (3.84-4.29)	.151-.169 (3.84-4.29)
High Altitude	.046-.052 (1.16-1.32)	.040-.046 (1.02-1.16)	.072-.080 (1.83-2.03)	.072-.080 (1.83-2.03)	.161-.179 (4.08-4.55)	.151-.159 (3.84-4.29)
Civic						
California	.040-.046 (1.02-1.16)	.034-.040 (.863-1.02)	.076-.084 (1.93-2.11)	.076-.084 (1.93-2.11)	.151-.169 (3.84-4.29)	.151-.169 (3.84-4.29)
Federal	.040-.046 (1.02-1.16)	.034-.040 (.863-1.02)	.076-.084 (1.93-2.11)	.076-.084 (1.93-2.11)	.151-.169 (3.84-4.29)	.151-.169 (3.84-4.29)
High Altitude						
1300	.040-.046 (1.02-1.16)	.034-.046 (.863-1.02)	.076-.084 (1.93-2.11)	.076-.084 (1.93-2.11)	.151-.169 (3.84-4.29)	.151-.169 (3.84-4.29)
1500	.040-.046 (1.02-1.16)	.040-.046 (1.02-1.16)	.076-.084 (1.93-2.11)	.076-.084 (1.93-2.11)	.151-.169 (3.84-4.29)	.151-.169 (3.84-4.29)

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3) DO NOT turn adjusting screws more than ⅛ turn every 15 seconds. When correct float level is achieved, paint adjusting screws to keep adjustment from changing. *See Fig. 3.*

ACCELERATOR PUMP

Check that clearance between tang and throttle body stop tab is .45-.48" (11.5-12.0 mm). If not, adjust by bending accelerator pump lever tang. *See Fig. 5.*

Fig. 5: Accelerator Pump Adjustment