

NIKKI 2-BARREL — COURIER 2000 cc & MAZDA B2000

DESCRIPTION

Carburetor is a 2-barrel, downdraft type, 2-stage design with an electric automatic choke. The primary stage includes a curb idle system, accelerator pump system, idle transfer system, main metering system and power enrichment system. The secondary stage includes an idle transfer system and main metering system.

CARBURETOR IDENTIFICATION

Application	Part No.
Courier 2.0L	
California	215282-B31
Federal	215282-B21
Mazda B2000	
California	8397-13-600
Federal	8387-13-600

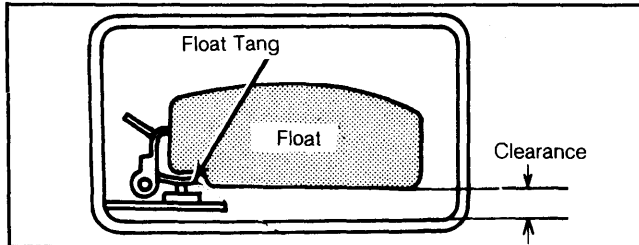
ADJUSTMENTS

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

FLOAT LEVEL

1) With engine running, check fuel level in fuel bowl sight glass. If fuel level is not to specified mark on sight glass, remove carburetor from vehicle. Remove fuel bowl cover and sight glass. See Fig. 1.

Fig. 1: Float Level Adjustment



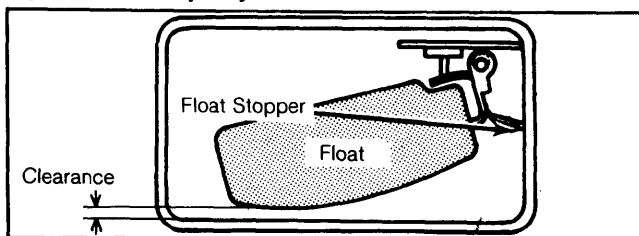
Bend float tang to adjust.

2) Invert carburetor on stand and allow float to lower by its own weight. Measure clearance between float and edge of bowl. If clearance is not to specification, bend float tang until proper clearance is obtained.

FLOAT DROP

1) Turn carburetor to its normal position (not inverted). Allow float to lower by its own weight. Measure clearance between bottom of bowl and float. See Fig. 2.

Fig. 2: Float Drop Adjustment



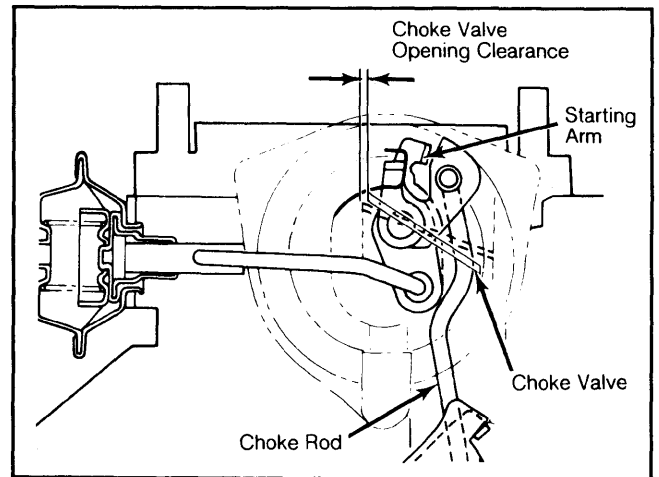
Bend float stopper to adjust.

2) If clearance is not to specification, bend float stopper until proper clearance is obtained. Install fuel bowl sight glass and install carburetor on engine. Operate engine and make sure fuel level is at specified mark in sight glass.

CHOKE LINKAGE (FAST IDLE OPENING ANGLE)

Fully close choke valve. Place fast idle adjusting screw on high (1st) step of fast idle cam. Measure throttle valve opening clearance between throttle bore wall and lower edge of throttle plate. If clearance is not to specification, adjust by turning fast idle adjusting screw. See Fig. 3.

Fig. 3: Choke Linkage Adjustment (Fast Idle Opening Angle)

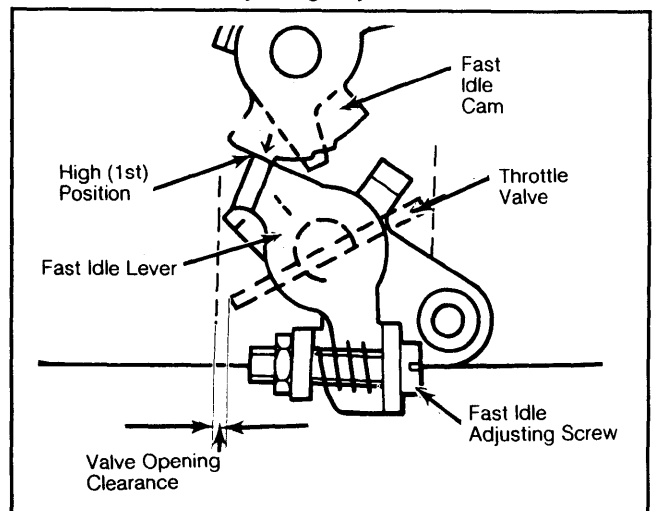


Turn fast idle adjusting screw to adjust.

CHOKE VALVE OPENING

Place fast idle screw on 2nd step of fast idle cam. Measure clearance between choke valve bore and upper edge of valve. If clearance is not to specifications, adjust by bending choke rod. See Fig. 4.

Fig. 4: Choke Valve Opening Adjustment



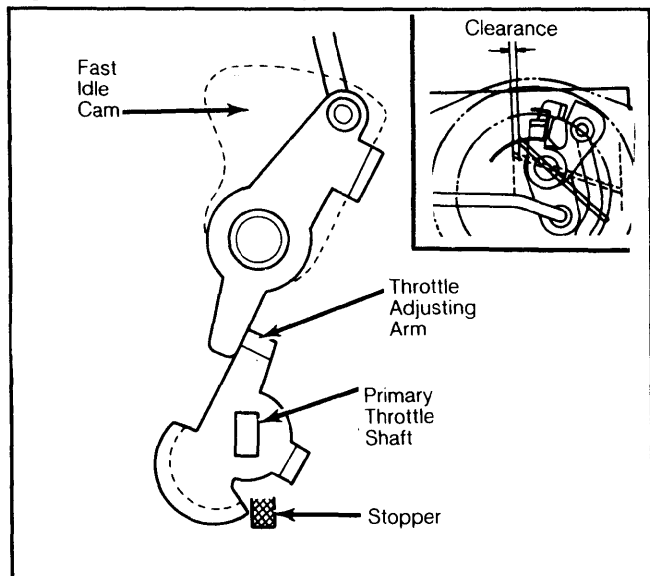
Bend choke rod to adjust.

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CHOKE UNLOADER

Close choke valve fully and then open primary valve fully. Measure choke valve clearance between air horn and choke valve. See Fig. 6. If clearance is not to specification, adjust by bending throttle adjusting arm.

Fig. 6: Choke Unloader Adjustment

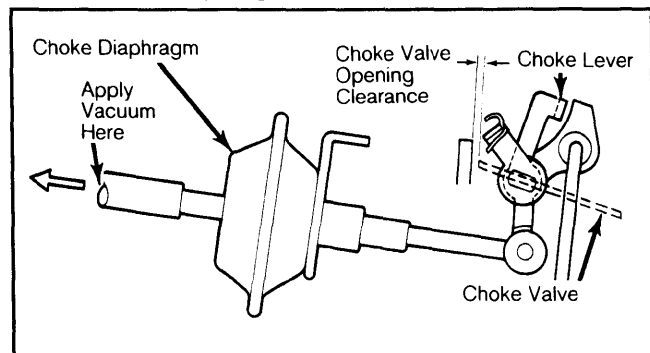


Bend throttle adjusting arm to adjust.

CHOKE DIAPHRAGM

Apply approximately 15.7 in. Hg vacuum to choke diaphragm. Place fast idle cam on 1st (high) position. Press choke valve slightly to closed position and measure clearance between choke valve and air horn. If clearance is not to specification, adjust by bending choke lever.

Fig. 7: Choke Diaphragm Adjustment



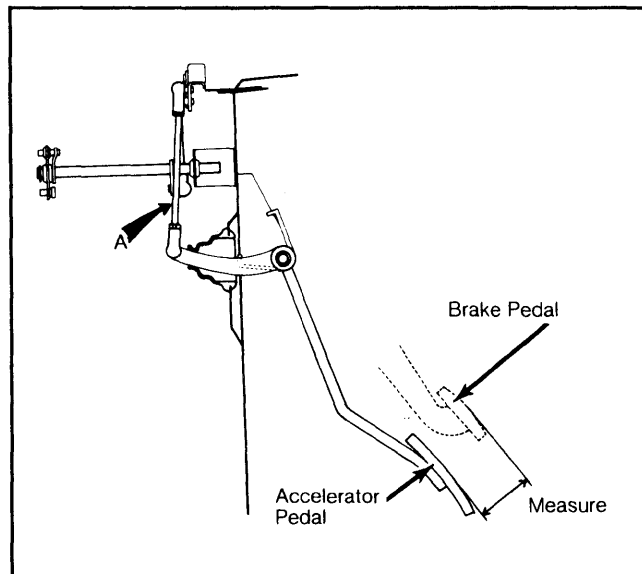
Bend choke lever to adjust.

ACCELERATOR PEDAL HEIGHT

1) Check accelerator pedal position. Pedal should be 1.57-1.97" (40-50 mm) lower than brake pedal. Throttle valves should be wide open when accelerator pedal is against the floor.

2) To adjust pedal height, loosen lock nuts on longer linkage rod ("A" in Fig. 8). Rotate rods in sockets until proper height is obtained and tighten lock nuts.

Fig. 8: Accelerator Pedal Height Adjustment



OVERHAUL

DISASSEMBLY

1) Remove carburetor and cover intake manifold port with clean shop towel, to prevent dust and dirt from entering system. Disconnect accelerator pump rod from lever and remove lever from main body.

2) Unhook throttle return spring and remove bracket. Disconnect fast idle rod from fast idle lever. Remove vacuum hose from choke diaphragm-to-main body. Remove fuel cut-off valve, and automatic choke heater leads. Remove thermostat cover and gasket.

3) Remove choke housing. Remove cotter pin and washer from rod selector and unhook unloader return spring. Disconnect secondary throttle rod from shaft. Remove secondary throttle actuator from main body. Unscrew fuel cut-off valve from main body and remove it. Remove fuel inlet assembly bolt lock and spacer, and detach air horn from main body.

4) Remove fuel inlet fitting from main body. Remove fuel strainer, inlet bolt and needle valve assembly. Remove fuel bowl sight glass cover, gasket, glass and gasket. Remove float lever pin collar and float.

5) Remove accelerator pump plunger cover and gasket and plunger cover and gasket and plunger spring. Turn carburetor over and remove inlet check ball. Remove screw and washer holding pump discharge weight and ball. Turn carburetor over and remove weight and ball.

6) Remove idle jets, main jets, and all air bleeds from main body. Remove power valve. Remove curb idle adjusting screw and spring from lower body. Remove primary and secondary discharge nozzle retaining screws and washers. Remove nozzles and gaskets.

7) Remove air bleed screws from discharge nozzles and remove emulsion tube. Remove lower body from main body. Remove accelerating pump actuating lever, choke actuating lever, throttle lever, throttle return lever, and idle adjusting lever.

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CLEANING & INSPECTION

1) Thoroughly clean all parts in clean solvent and dry with compressed air. Use care when blowing out passages in carburetor. Inspect air horn, main body and throttle body for cracks and breakage.

2) Inspect choke and throttle shafts for wear. Examine all jets and air bleeds. Never use wire to eliminate clogged condition. Inspect pump piston cup and replace if worn. Check accelerating pump valves for proper operation.

3) Examine power valve operation and check float needle and float. Inspect mixture adjusting screw for

burrs or ridges. Check diaphragm and solenoid operation. Check for clogs at fuel return orifice. Use all new gaskets when assembling carburetor.

REASSEMBLY

1) To assemble, reverse disassembly procedure. Be careful not to mistake primary and secondary parts. When installing thermostat cover on automatic choke housing, hook choke arm to bimetal spring.

2) Check correct operation of the choke valve by turning thermostat cover. Then align index mark on cover with center mark on choke housing. Tighten screws.

CARBURETOR ADJUSTMENT SPECIFICATIONS

Application	Float Level In. (mm)	Float Drop In. (mm)	Choke Linkage In. (mm)	Choke Valve In. (mm)	Choke Unloader In. (mm)	Choke Diaphragm In. (mm)	Accel. Cable Free Play In. (mm)
Courier 2.0L Eng. Calif	.335 (8.5)	.039 (1.0)	.055 (1.4)	.030 (0.8)	.091 (2.3)	.075 (1.9)	1.75 (45.0)
Federal	.335 (8.5)	.039 (1.0)	.055 (1.4)	.022 (0.6)	.091 (2.3)	.057 (1.4)	1.75 (45.0)
Mazda B2000 California	.335 (8.5)	.039 (1.0)	.055 (1.4)	.030 (0.8)	.089 (2.3)	.075 (1.9)	1.75 (45.0)
Federal	.335 (8.5)	.039 (1.0)	.055 (1.4)	.022 (0.6)	.089 (0.3)	.057 (1.4)	1.75 (1.75)