1982 Solex Carburetors

SOLEX (MIKUNI) DIDTA 2-BARREL

Arrow Pickup, Challenger, Champ, Colt, Ram-50 Pickup, Sapporo

DESCRIPTION

Solex (Mikuni) 28-32 DIDTA Carburetor is used on all Champ and Colt models, 30-35 DIDTA on all Challenger and Sapporo models and 32-35 DIDTA on all Arrow and RAM-50 Pickup models. These 2-barrel, 2-stage carburetors use primary and secondary circuits. Components include conventional accelerator pump, vacuum-actuated secondary throttle diaphragm, sub-EGR valve system, fully automatic choke, coasting air valve, fuel cut-off solenoid, anti-overfill device, and air switching valve.

Other components include jet air control valve (except Arrow and Ram-50 Pickups), bowl vent valve on Champ and Colt models and dashpot on all Man. Trans. models except Federal Arrow and Ram-50 Pickups.

CARBURETOR IDENTIFICATION

Application	Carburetor No.
1.4L Engine	
California	28-32DIDTA-210
Federal	
4-Speed	28-32DIDTA-216
4x2-Speed	28-32DIDTA-211
1.6L Engine	
California	
Man. Trans.	28-32DIDTA-212
Auto. Trans.	28-32DIDTA-213
Federal	
Man. Trans.	28-32DIDTA-214
Auto. Trans.	28-32DIDTA-215
2.0L Engine	
California	32-35DIDTA-80
Federal	
4-Speed	32-35DIDTA-78
5-Speed	32-35DIDTA-83
2.6L Engine	
Arrow Pickup & Ram-50 Pickup	
2WD	
California	
Man. Trans.	32-35DIDTA-76
Auto. Trans.	32-35DIDTA-77
Federal	
Man. Trans.	32-35DIDTA-74
Auto. Trans.	32-35DIDTA-75
4WD	
California	32-35DIDTA-76
Federal	32-35DIDTA-82
Challenger & Sapporo	
California	
Man. Trans.	30-35DIDTA-72
Auto. Trans.	30-35DIDTA-73
Federal	
Man. Trans.	30-35DIDTA-70
Auto. Trans.	30-35DIDTA-71

ADJUSTMENTS

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

FACTORY ADJUSTMENTS ONLY

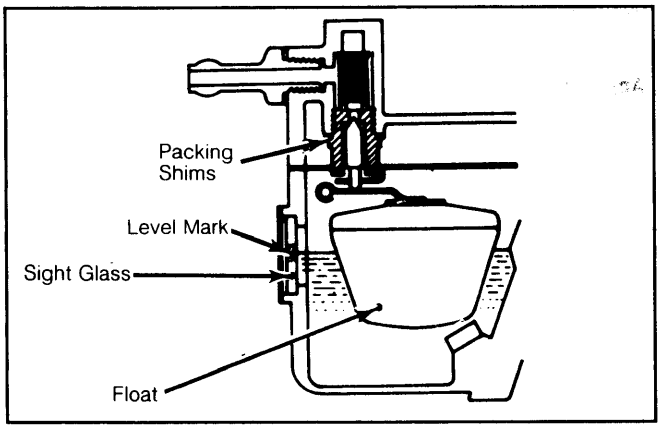
The automatic choke, choke breaker (vacuum kick), fast idle, secondary throttle opener, accelerator pump and sub-EGR valve have all been factory-calibrated and should not be changed for any reason.

FUEL LEVEL ADJUSTMENT

1) Check that fuel level is nearly in the middle of dot on sight glass (fitted on float chamber). If fuel level is either .16" (4 mm) above or below dot on sight glass window, fuel level is okay.

2) If float level is not within this specified range, adjust by increasing or decreasing the number of needle valve gaskets. *See Fig. 1.*

Fig. 1: Fuel Level Adjustment



Specified level is .16" (4 mm) above or below dot on sight glass window.

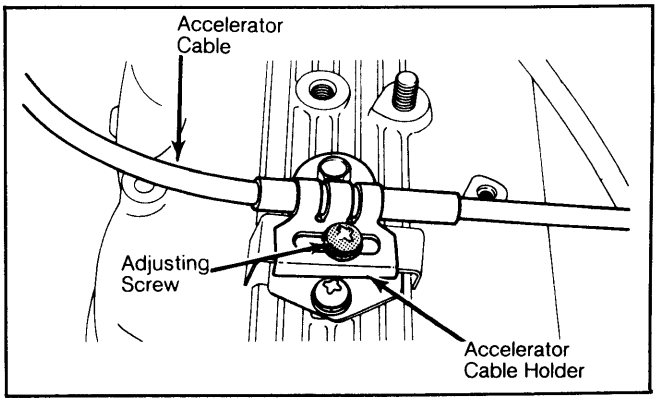
ACCELERATOR PEDAL & CABLE ADJUSTMENT

Arrow Pickup, Challenger, Ram-50 Pickup & Sapporo

1) With engine at normal operating temperature, slide accelerator cable holder to the position at which the throttle lever will begin to operate.

2) Check that inner cable has no more than .04" (1 mm) of free play. Operate accelerator pedal to make sure that throttle valve operates smoothly from fully closed to fully opened position. *See Fig. 2.*

Fig. 2: Accelerator Cable Adjustment



Arrow Pickup, Challenger, Ram-50 Pickup & Sapporo models.

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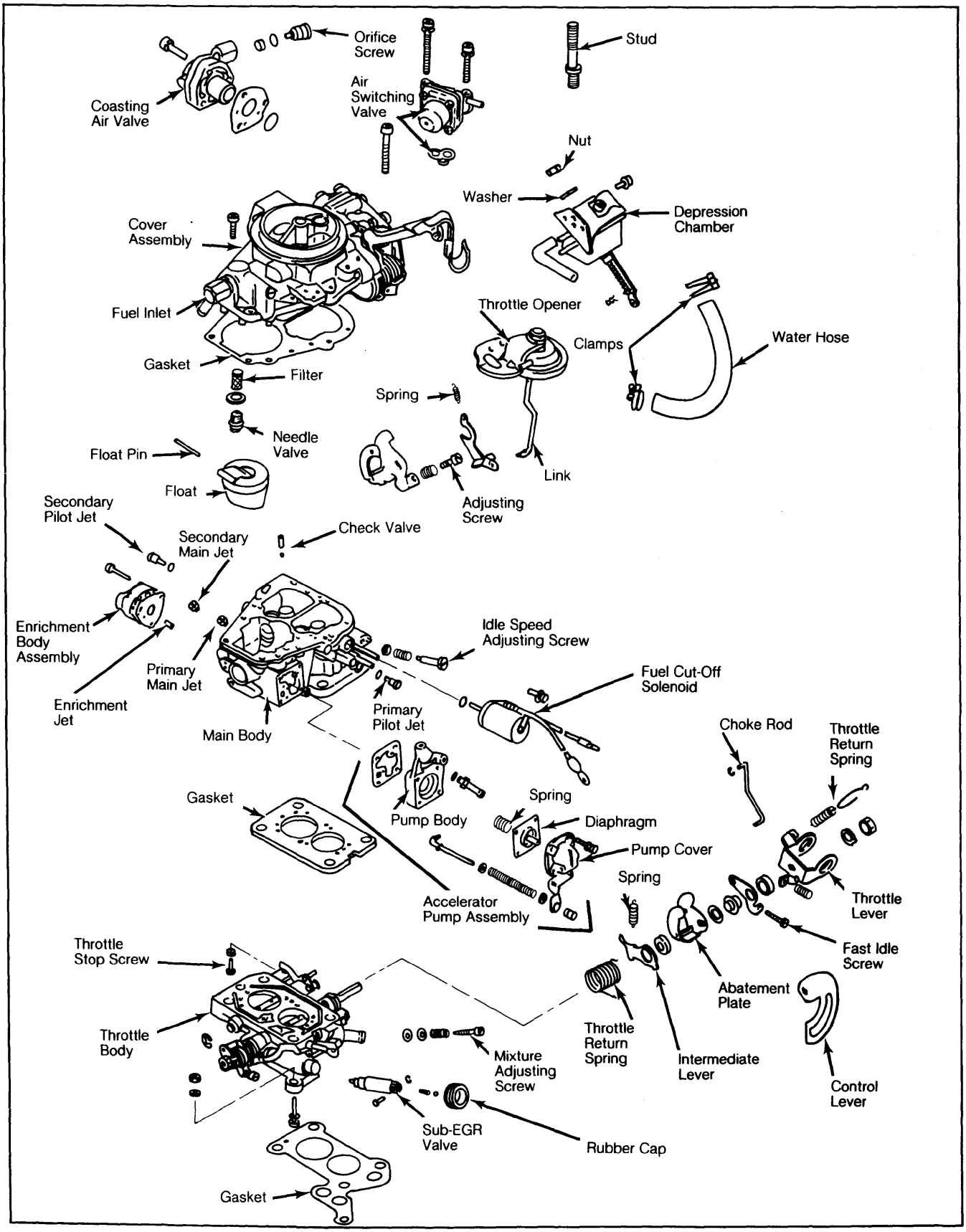
SOLEX (MIKUNI) DIDTA 2-BARREL (Cont.)

Fig. 3: Exploded View of Solex (Mikuni) DIDTA 2-Barrel Carburetor



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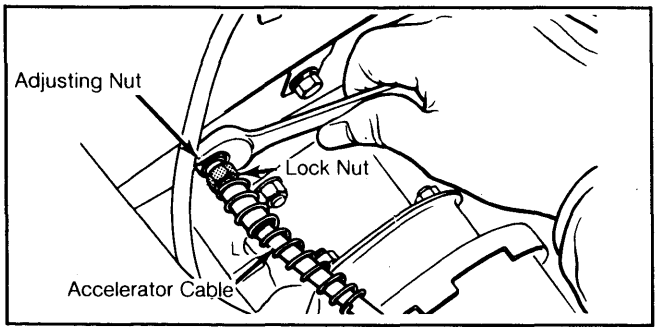
SOLEX (MIKUNI) DIDTA 2-BARREL (Cont.)

Champ & Colt

1) With engine at normal operating temperature, adjust accelerator cable so that there is no more than .04" (1 mm) of free play. Adjust cable free play adjusting nut and tighten lock nut after adjustment is made. *See Fig. 3.*

Fig. 4: Accelerator Cable Adjustment



Champ and Colt models.

2) After adjustment is made, check that accelerator pedal operates throttle valve from fully closed to fully opened position smoothly.

OVERHAUL

DISASSEMBLY

NOTE: DO NOT turn carburetor upside down during disassembly. Turning carburetor will cause accelerator pump check weight and ball, and steel ball for anti-overfill device to fall out.

1) Remove carburetor from vehicle. Disconnect water hose from throttle body to choke chamber. Grind off heads of choke cover lock screws and remove cover.

2) Disconnect ground wire from fuel cut-off solenoid at float chamber cover. Remove throttle return spring and damper spring.

3) Remove vacuum hose connecting depression chamber to throttle body. Remove accelerator pump rod from throttle lever.

4) Remove dashpot rod (Man. Trans.) or throttle opener rod (Auto. Trans.) from free lever. Remove depression chamber rod from secondary throttle lever.

5) Remove 6 float chamber cover screws. Four screws connect float chamber cover to main body and 2 connect throttle body.

6) Remove only main body by lifting float chamber cover. Cover cannot be removed because choke unloader rod is connected to throttle shaft.

7) Remove "E" clip where choke unloader rod connects to throttle shaft. DO NOT remove devices connected to float chamber unless absolutely necessary, especially automatic choke system.

8) Remove float pin and float. Remove needle valve by removing screw and retainer that hold needle valve in place. Remove accelerator pump and fuel cut-off solenoid.

INSPECTION

1) Clean all parts removed, using care not to damage diaphragms with solvent. Check throttle valve and choke valve shafts for operation.

2) Check jets for damage or clogging using compressed air. Never use wire or other metal objects.

3) Check idle mixture adjusting screw for grooves, ridges or other damage. Check needle valve assembly, strainer screen and vacuum chamber.

4) Using battery, check fuel cut-off solenoid operation. Solenoid needle should move in when attached to battery, and out when disconnected.

5) Throughly inspect carburetor main body, throttle body and float chamber cover for cracks or other damage.

REASSEMBLY

Reassemble carburetor in reverse order of disassembly, while noting the following:

1) Be sure that all air and fuel passages are clear and clog free. Be sure that throttle and choke linkages are operating properly and smoothly. Apply a small amount of lubricant to linkage after cleaning.

2) Be sure that sub-EGR valve is operating smoothly. If a main or pilot jet needs to be replaced, make sure that replacement jet is of the same size. A number is stamped on each jet.