

FUEL SYSTEM

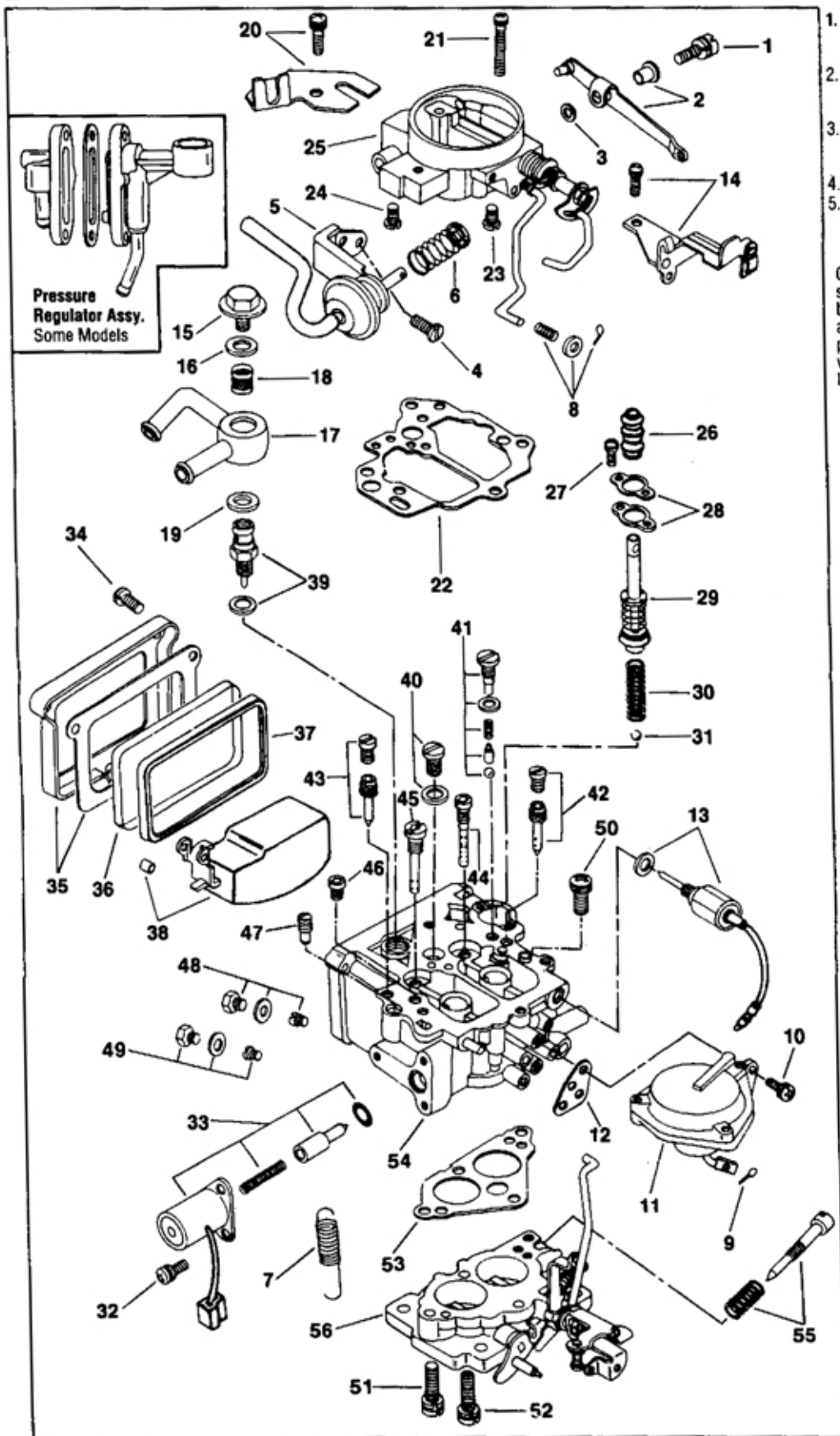
SERVICE INSTRUCTION WORKSHEET

TO REPAIR

GF3700-6

HITACHI CARBURETOR

2 BARREL—Model 328



1. Carefully read the text in the following pages to become familiar with the contents of this worksheet before performing carburetor overhaul.
2. The exploded view is typical of the model carburetor this kit will service. The view may differ slightly from the actual carburetor being overhauled.
3. Use the exploded view as a guide. The numerical sequence of the parts list may generally be followed to disassemble the carburetor far enough to permit cleaning and inspection.
4. Parts list shown DOES NOT reflect the contents of the kit.
5. Kit may contain extra parts intended for other carburetors within this group. Substitute identical replacement parts for original worn parts found in carburetor.

CLEANING

Cleaning must be done with carburetor disassembled. Use spray cleaner and a stiff bristle brush to remove dirt and carbon deposits. Do not use abrasives and wires to clean parts and passageways. Wash off in suitable solvent, and clear all passageways with compressed air. **Caution:** When cleaning with solvent do not soak or spray parts containing rubber, leather, plastic and electrical components.

PARTS LIST

1. Screw, pump lever
2. Pump lever and bushing assembly
3. Washer, lever screw (inner)
4. Screw, choke pull-off (2)
5. Choke pull-off assembly
6. Spring & washer, diaphragm stem
7. Spring, throttle return
8. Cotter pin, washer & spring, choke rod
9. Cotter pin, secondary diaphragm stem
10. Screw, secondary diaphragm (3)
11. Secondary diaphragm assembly
12. Gasket, secondary diaphragm
13. Anti-dieseling solenoid assembly
14. Choke cable bracket and screw
15. Bolt, fuel fitting
16. Washer, banjo fitting (upper)
17. Banjo fitting fuel inlet
18. Filter, fuel inlet
19. Washer, banjo fitting (lower)
20. Banjo lock bracket and screw
21. Screw, air horn (2)
22. Gasket, air horn
23. Jet, primary main air bleed
24. Jet, secondary main air bleed
25. Air horn assembly
26. Boot, pump stem
27. Screw, pump plate (2)
28. Pump plate and gasket
29. Accelerator pump assembly
30. Spring, pump return
31. Ball, pump intake check (nylon)
32. Screw, solenoid (3)
33. Deceleration solenoid assembly
34. Screw, sight glass retainer (3)
35. Retainer and gasket, sight glass
36. Sight glass, fuel level
37. Seal, sight glass
38. Float assembly and bushing
39. Needle and seat assembly
40. Bowl passage plug and washer
41. Pump discharge ball & weight assembly
42. Jet assembly primary slow
43. Jet assembly secondary slow
44. Jet tube, primary emulsion
45. Jet tube, secondary emulsion
46. Jet, secondary air bleed
47. Jet, deceleration
48. Primary main jet assembly
49. Secondary main jet assembly
50. Screw, throttle body (1)
51. Screw, throttle body (2)
52. Screw, throttle body hollow (1)
53. Gasket, throttle body
54. Main body assembly
55. Idle mixture adjusting screw assembly
56. Throttle body assembly

☐ PARTS LIST SHOWN DOES NOT REFLECT THE CONTENTS OF THE KIT.

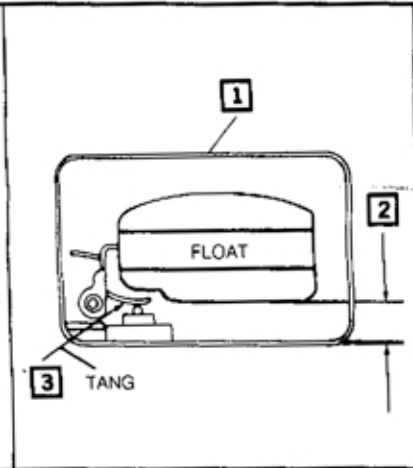
REMOVAL & INSTALLATION NOTES

1. Cover opening on intake manifold after carburetor is removed.
2. On some models the electric choke cover assembly is retained with pop rivets. To remove same, drill off rivet heads and drive out remainders with a drift punch.
3. NOTE: Original screws may have a sealant coating. Use a close fitting screwdriver in order not to damage screws.
4. To remove power piston assembly (not shown) from air horn, use a sharp tool to remove staking. Lightly restake casting upon installation.
5. Mark and index parts especially where similarities exist such as jets and tubes. Also mark spring location points to ensure correct installation. Note location of hollow screw (52).
6. It is not necessary to disassemble the secondary diaphragm (11) unless diaphragm is damaged or check ball is sticking.
7. Before removing idle mixture screw (55), turn in until lightly seated, counting number of turns. Record for proper installation.
8. Install parts and components in reverse order of removal.
9. Install pump return spring (30) with cross wire in slot at bottom of pump bore.
10. Before installing pump assembly (29), flare leather cup then soak in light oil for a few minutes.
11. When installing choke cable bracket (14), hook up choke shaft coil spring before installing bracket screw.
12. When installing idle mixture screw (55), turn in until lightly seated then back out number of turns recorded earlier.
13. On models with electric choke, set mark on cover to index mark on housing.
14. When installing sight glass retainer (35), tighten screws evenly. Do not overtighten.
15. On models with pump discharge nozzle (not shown), align nozzle so fuel will be discharged between venturi and main nozzle.
16. Early models Datsun, install pump lever pin in lower hole of pump stem.

ADJUSTMENT DATA

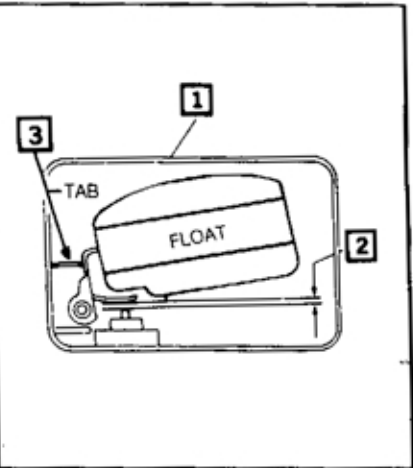
**FIG. 1
FLOAT LEVEL (DRY)
ADJUSTMENT**

1. WITH FUEL BOWL (MAIN BODY) INVERTED, ALLOW FLOAT TANG TO REST LIGHTLY ON NEEDLE. **CAUTION: DO NOT COMPRESS SPRING LOADED NEEDLE OR FORCE RESILIENT NEEDLE INTO SEAT.**
2. MEASURE SPECIFIED CLEARANCE (SEE SPEC. CHART) AS SHOWN BETWEEN TOE END OF FLOAT & TOP OF FLOAT BOWL. DO NOT MEASURE UNDER SEAM IN CENTER OF FLOAT.
3. IF ADJUSTMENT IS REQUIRED, BEND FLOAT TANG.



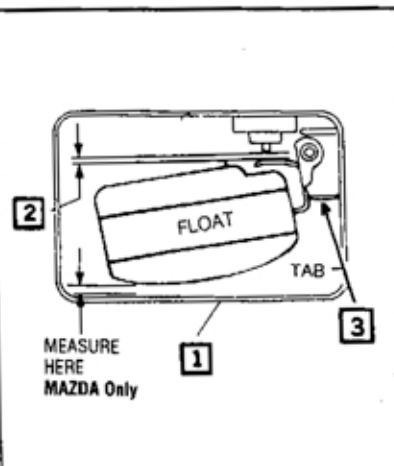
**FIG. 2
FLOAT DROP
ADJUSTMENT**

1. WITH FUEL BOWL (MAIN BODY) INVERTED, RAISE FLOAT UNTIL FLOAT TAB LIGHTLY TOUCHES WALL OF FUEL BOWL.
2. MEASURE SPECIFIED CLEARANCE (SEE SPEC. CHART) AS SHOWN USING A DRILL OR FEELER GAUGE BETWEEN FLOAT TANG AND TOP OF NEEDLE. NOTE: DO NOT COMPRESS SPRING LOADED NEEDLE.
3. IF ADJUSTMENT IS REQUIRED, BEND FLOAT TAB.



**FIG. 3
FLOAT DROP
ADJUSTMENT
(solid needle)**

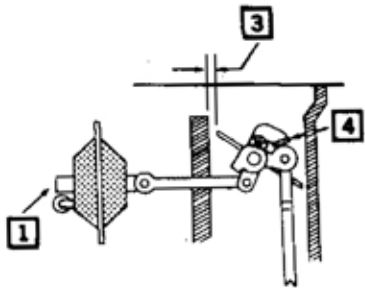
1. HOLD FUEL BOWL (MAIN BODY) IN UPRIGHT POSITION WITH FLOAT HANGING FREELY.
2. MEASURE DISTANCE BETWEEN FLOAT TANG AND NEEDLE USING 0.8mm FEELER GAUGE OR DRILL BIT. MAKE SURE NEEDLE IS HELD IN A SEATED POSITION.
3. TO ADJUST, BEND FLOAT TAB.



ADJUSTMENT DATA (Cont'd)

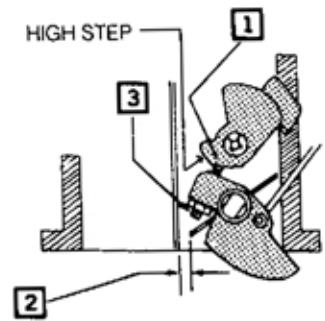
**FIG. 4
CHOKE PULL OFF
ADJUSTMENT**

1. FULLY SEAT DIAPHRAGM USING AN OUTSIDE VACUUM SOURCE.
2. WITH FAST IDLE SCREW ON 1st (HIGH) STEP OF FAST IDLE CAM, LIGHTLY CLOSE CHOKE VALVE WITHOUT PULLING DIAPHRAGM.
3. MEASURE DISTANCE BETWEEN UPPER EDGE OF CHOKE VALVE AND AIR HORN WALL, USING A GAUGE OR DRILL BIT.
4. TO ADJUST, BEND CHOKE LEVER TANG.



**FIG. 5
FAST IDLE CAM
ADJUSTMENT**

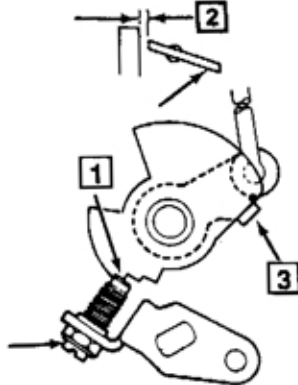
1. FULLY CLOSE CHOKE VALVE AND PLACE FAST IDLE SCREW ON HIGH (1st) STEP OF FAST IDLE CAM.
2. MEASURE DISTANCE BETWEEN THROTTLE VALVE AND CARBURETOR BORE USING A GAUGE OR DRILL BIT.
3. TO ADJUST, TURN FAST IDLE ADJUSTING SCREW AS NECESSARY.



**FIG. 6
CHOKE VALVE OPENING
ADJUSTMENT**

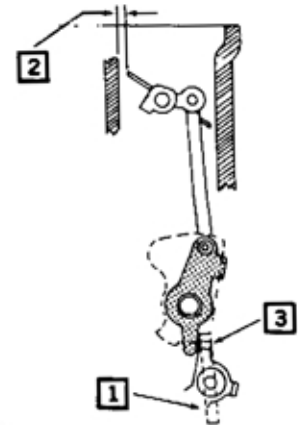
NOTE: PERFORM FAST IDLE CAM ADJUSTMENT PRIOR TO THIS ADJUSTMENT.

1. POSITION FAST IDLE ADJUSTMENT SCREW ON 2nd STEP OF FAST IDLE CAM.
2. HOLD CHOKE VALVE TOWARD CLOSED POSITION AND MEASURE DISTANCE BETWEEN UPPER EDGE OF CHOKE VALVE AND AIR HORN WALL USING A GAUGE OR DRILL BIT.
3. TO ADJUST, BEND STARTING ARM TANG.



**FIG. 7
UNLOADER
ADJUSTMENT**

1. HOLD PRIMARY THROTTLE VALVE IN A WIDE OPEN POSITION.
2. HOLD CHOKE VALVE TOWARD CLOSED POSITION AND MEASURE DISTANCE BETWEEN UPPER EDGE OF CHOKE VALVE AND AIR HORN WALL USING A GAUGE OR DRILL BIT.
3. TO ADJUST, BEND UNLOADER TANG.



SPECIFICATION CHART (dimensions are given in millimeters)

Year	Application	Float Level Fig. 1 & 2	Float Drop Fig. 3	Choke Pull Off Fig. 4	Fast Idle Cam Fig. 5	Choke Valve Fig. 6	Unloader Fig. 7
NISSAN CARS & TRUCKS — SPECIFICATION I.D.-A							
1972	Carb. Model DAH328 -A/T	1.5 ¹	—	—	1.4	—	5.2
	-M/T	1.5 ¹	—	—	1.2	—	5.2
1971-68	Carb. Model DAF328	1.5 ¹	—	—	1.3	—	—
FORD TRUCKS — SPECIFICATION I.D.-B							
1978	Courier 1800cc — Fed.	6.0	—	1.22 - 1.68	—	—	—
	— Cal.	6.0	—	1.45 - 1.91	—	—	—
1977-76	Courier 1800cc	6.5	—	1.52 - 2.03	—	—	—
1975-72	Courier 1800cc	6.5	—	—	—	—	—
FORD TRUCKS — SPECIFICATION I.D.-C							
1981-75	Courier 2300cc — Can., Fed.	6.0	—	1.3 - 1.8	1.5 - 1.7	1.0 - 1.3	2.3 - 2.8
	Cal.	6.0	—	1.6 - 2.0	1.6 - 1.8	1.1 - 1.7	2.4 - 3.2
MAZDA CARS & TRUCKS — SPECIFICATION I.D.-C							
1980-78	1800cc — Fed.	6.0	1.2	1.22 - 1.68	—	—	—
	Cal.	6.0	1.2	1.45 - 1.91	—	—	—
1977-76	1600cc — Fed.	6.5	1.2	1.52 - 2.03	—	—	—
	Cal.	6.0	1.2	1.6 - 1.9	—	—	—
1975-74	1600cc	6.5	1.2	—	—	—	—

FOOTNOTES:

¹ See text Fig. 2.

ABBREVIATIONS:

A/T - Automatic Transmission
Cal. - California

Can. - Canada
Fed. - Federal (49 States)

M/T - Manual Transmission