

INSTRUCTION SHEET

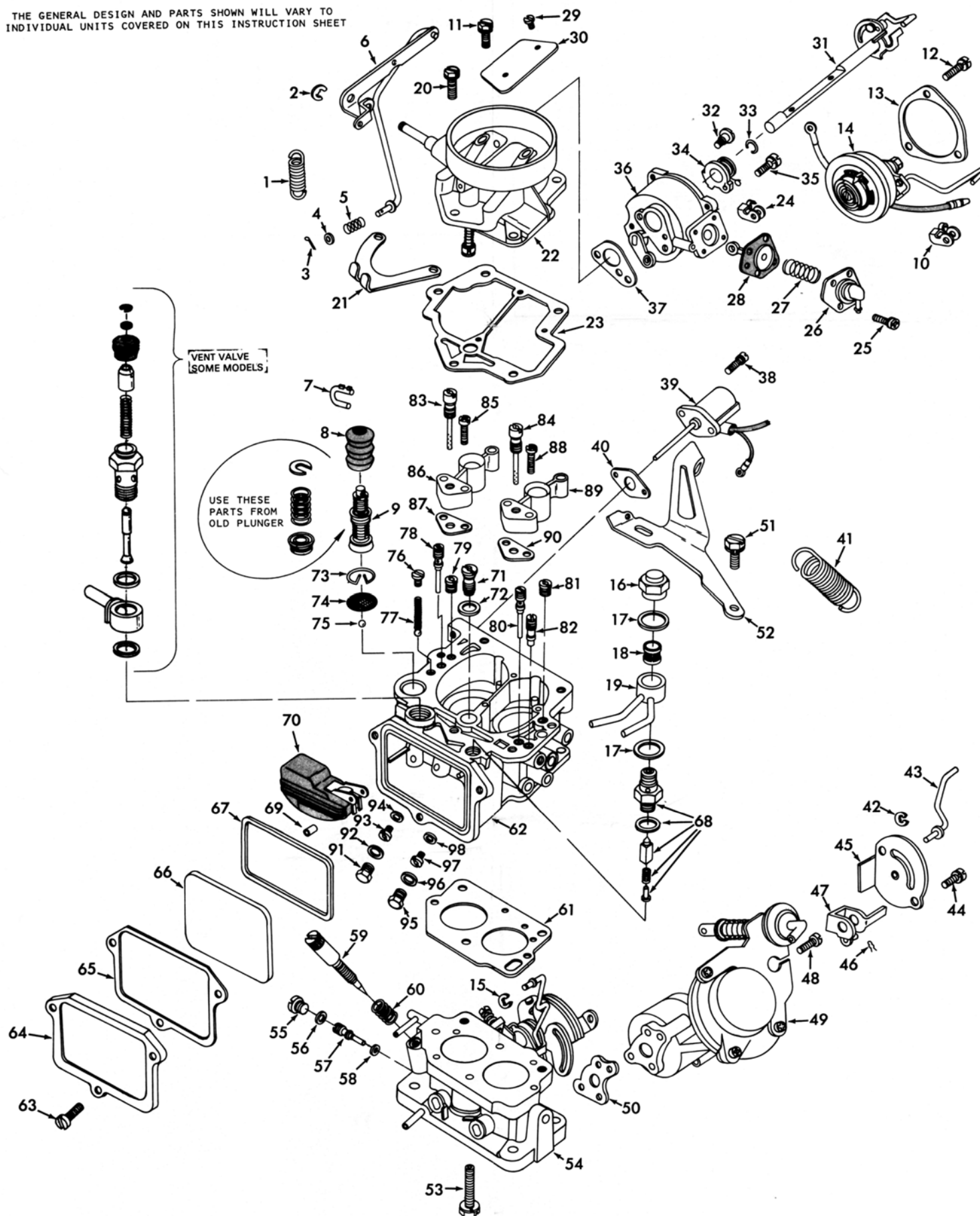
NIKKI CARBURETOR

OPEL

50-535-1

GENERAL EXPLODED VIEW

THE GENERAL DESIGN AND PARTS SHOWN WILL VARY TO
INDIVIDUAL UNITS COVERED ON THIS INSTRUCTION SHEET



DISASSEMBLY

USE EXPLODED VIEW AS A GUIDE. THE NUMERICAL SEQUENCE MAY GENERALLY BE FOLLOWED TO DISASSEMBLE UNIT FAR ENOUGH TO PERMIT CLEANING AND INSPECTION. DISASSEMBLY OF PARTS (29) THRU (37) IS ONLY NECESSARY IF GASKET (37) IS REPLACED. NOTE: JETS ARE USUALLY COLOR CODED. PRIMARY JETS ARE BRASS COLOR AND SECONDARY JETS ARE SILVER COLOR (BE SAFE AND RECORD SIZES OF JETS). DISASSEMBLY OF SECONDARY DIAPHRAGM ASSY. (49) IS NOT NECESSARY UNLESS DIAPHRAGM IS BEING REPLACED.

NOMENCLATURE

REF. NO.	REF. NO.
1. SPRING- PUMP LEVER	47. LEVER- SEC. DIAPH. STEM
2. E-CLIP- PUMP LEVER	48. SCREW & LOCKWASHER (3)- SEC. DIAPHRAGM ASSY.
3. COTTER PIN- PUMP ROD	49. SECONDARY DIAPHRAGM ASSY.
4. WASHER- PUMP ROD	50. GASKET- SEC. DIAPHRAGM ASSY.
5. SPRING- PUMP ROD	51. SCREW & LOCKWASHER (2)- THROTTLE BODY & BRACKET
6. PUMP ROD & LEVER	52. BRACKET- THROTTLE RETURN SPRING
7. LINK- PUMP	53. SCREW & LOCKWASHER- THROTTLE BODY
8. BOOT- PUMP	54. THROTTLE BODY ASSY.
9. PUMP ASSY.	55. PLUG- IDLE NOZZLE
10. RETAINER- CHOKE PULL OFF ROD	56. GASKET- PLUG
11. SCREW & WASHERS- CHOKE GRD. WIRE	57. NOZZLE- IDLE
12. SCREW & LOCKWASHER (3)- CHOKE COVER RETAINER	58. GASKET- NOZZLE
13. RETAINER- CHOKE COVER	59. NEEDLE- IDLE ADJUSTING
14. CHOKE COVER ASSY.	60. SPRING- IDLE ADJ. NEEDLE
15. E-CLIP- FAST IDLE ROD (UPPER END)	61. GASKET- THROTTLE BODY
16. CAP NUT- FUEL INLET UNION	62. FLOAT BOWL ASSY.
17. GASKET (2)- FUEL INLET UNION	63. SCREW (3)- COVER
18. SCREEN- FUEL INLET	64. COVER- LEVEL GAUGE
19. UNION FUEL INLET	65. GASKET- COVER
20. SCREW & LOCKWASHER (4)- AIR HORN	66. WINDOW- LEVEL GAUGE
21. BRACKET- FUEL INLET UNION	67. SEAL- WINDOW
22. AIR HORN ASSY.	68. NEEDLE, SEAT & GASKET ASSY.
23. GASKET- AIR HORN	69. COLLAR- FLOAT PIN
24. RETAINER- DIAPHRAGM LINK	70. FLOAT ASSY.
25. SCREW & LOCKWASHER (4)- DIAPHRAGM COVER	71. VALVE- POWER
26. COVER- DIAPHRAGM	72. GASKET- POWER VALVE
27. SPRING- DIAPHRAGM	73. RETAINER- SCREEN
28. DIAPHRAGM ASSY.	74. SCREEN- PUMP CHECK
29. SCREW (2)- CHOKE PLATE	75. BALL- PUMP INTAKE CHECK
30. PLATE- CHOKE	76. PLUG- PUMP DISC. SPRING
31. SHAFT ASSY.- CHOKE	77. SPRING & BALL ASSY.- PUMP DISC.
32. SCREW POST- FAST IDLE CAM SPRING	78. JET- SLOW
33. SNAP RING- FAST IDLE CAM	79. JET- SLOW AIR BLEED
34. CAM ASSY.- FAST IDLE	80. JET- STEP
35. SCREW & LOCKWASHER (2)- CHOKE HOUSING	81. JET- STEP AIR BLEED
36. CHOKE HOUSING ASSY.	82. PLUG- PASSAGE
37. GASKET- CHOKE HOUSING	83. JET- PRI. MAIN AIR BLEED
38. SCREW & LOCKWASHER (2)- SOLENOID	84. JET- SEC. MAIN AIR BLEED
39. SOLENOID ASSY.- IDLE SHUT OFF	85. SCREW & LOCKWASHER (2)- PRI. VENTURI
40. GASKET- SOLENOID	86. VENTURI- PRIMARY (SMALL BORE)
41. SPRING- THROTTLE RETURN	87. GASKET- PRI. VENTURI
42. E-CLIP- SEC. THROTTLE RETURN LINK	88. SCREW & LOCKWASHER (2)- SEC. VENTURI
43. LINK- SEC. THROTTLE RETURN	89. VENTURI- SECONDARY
44. SCREW & LOCKWASHER (2)- ARM ASSY.	90. GASKET- SEC. VENTURI
45. ARM ASSY.- SEC. THROTTLE RETURN	91. PLUG- PRI. MAIN JET
46. RETAINER- SEC. DIAPHRAGM STEM	92. GASKET- PLUG
	93. JET- PRI. MAIN
	94. GASKET- PRI. JET
	95. PLUG- SEC. MAIN JET
	96. GASKET- PLUG
	97. JET- SEC. MAIN
	98. GASKET- SEC. JET.

CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. USE A CARBURETOR CLEANING SOLVENT. MAKE CERTAIN THE THROTTLE BODY IS FREE OF ALL CARBON DEPOSITS. WASH OFF IN SUITABLE SOLVENT AND CAREFULLY FLUSH VACUUM PISTON AND PASSAGE OUT IN AIR HORN. BLOW OUT ALL PASSAGES IN CASTINGS WITH COMPRESSED AIR AND CHECK CAREFULLY TO INSURE THOROUGH CLEANING OF OBSCURE AREAS. CAUTION: DO NOT SOAK UNITS SUCH AS FLOAT (70) SECONDARY DIAPHRAGM ASSY. (49) SOLENOID (39) ELECTRIC CHOKE ASSY. (14) OR PARTS WITH RUBBER IN CLEANING SOLVENTS.

REASSEMBLY

REASSEMBLE IN REVERSE ORDER OF DISASSEMBLY. NOTE SPECIAL INSTRUCTIONS AND ADJUSTMENTS.

SPECIAL INSTRUCTIONS

NEEDLE & SEAT ASSY. (68)- SERVICE NEEDLE & SEAT USES ONE GASKET (NOT SHIM TYPE).

IDLE ADJUSTING NEEDLE (59)- TURN IN UNTIL LIGHTLY SEATED THEN BACK OUT 3 TURNS.

CHOKE PLATE SCREWS (29)- WHEN INSTALLING USE A LOCKTIGHT SEALER.

PUMP PLUNGER (9)- REMOVE PAPER SLEEVE FROM LEATHER CUP IF USED. FLEX LEATHER OUTWARD SLIGHTLY. SOAK CUP IN LIGHT OIL FOR A FEW MINUTES PRIOR TO PLACING IN CARBURETOR.

ADJUST CURB IDLE AS PER ENGINE DECAL OR CAR SERVICE MANUAL.

ADJUSTMENTS

CAUTION: DO NOT EXERT PRESSURE ON RESILIENT NEEDLE VALVE.

FLOAT BOWL INVERTED, LIFT FLOAT FULLY UP. MEASURE DISTANCE BETWEEN FLOAT TANG AND NEEDLE VALVE STEM. (DO NOT COMPRESS STEM INTO NEEDLE.)

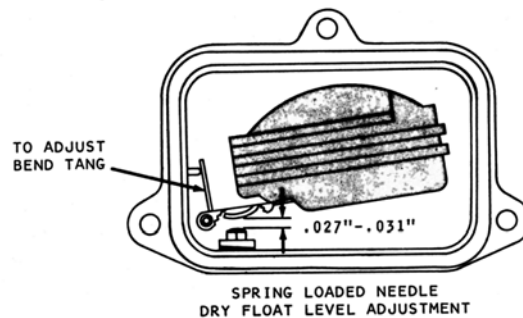
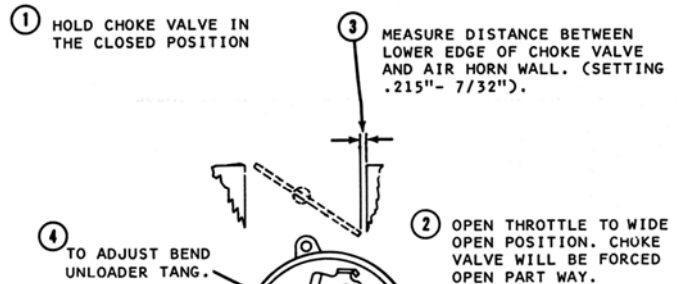


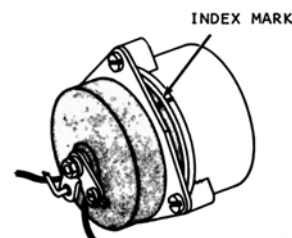
FIG. 1.



CHOKE UNLOADER ADJUSTMENT.

FIG. 2.

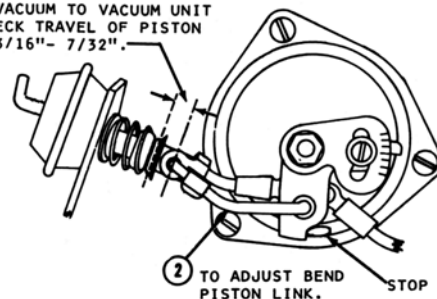
ALIGN MARK ON THE THERMOSTAT COVER WITH THE SETTING MARK ON THERMOSTAT HOUSING.



AUTOMATIC CHOKE COVER SETTING.

FIG. 3.

1. BIMETAL LEVER AGAINST STOP. APPLY VACUUM TO VACUUM UNIT AND CHECK TRAVEL OF PISTON LINK 3/16\"/>

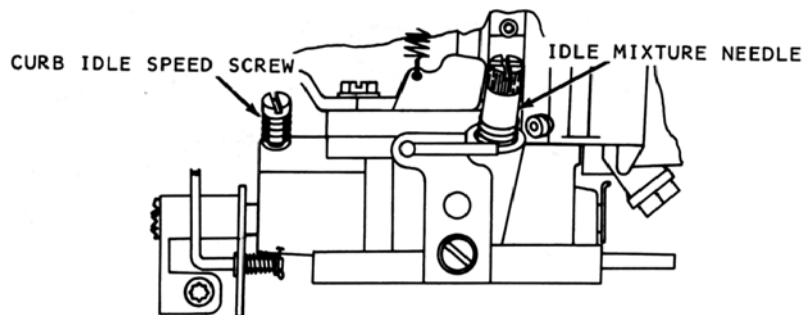


CHOKE PULLOFF ADJUSTMENT

FIG. 4.

ADJUSTMENTS

1. ENGINE AT NORMAL OPERATING TEMPERATURE, CHOKE OPEN A/C OFF, AIR CLEANER INSTALLED DISTRIBUTOR VACUUM LINE AND HOT IDLE COMPENSATOR VACUUM LINES DISCONNECTED AND PLUGGED.
2. TURN IDLE MIXTURE NEEDLE IN UNTIL LIGHTLY SEATED THEN BACK OUT 3 TURNS.
3. ENGINE RUNNING SET CURB IDLE SPEED SCREW TO 900 R.P.M. THEN ADJUST IDLE MIXTURE NEEDLE TO OBTAIN THE MAXIMUM R.P.M. RESET CURB IDLE SCREW TO 900 R.P.M.
4. TURN IDLE MIXTURE NEEDLE IN CLOCKWISE (LEAN) UNTIL ENGINE SPEED IS DOWN TO 850 R.P.M. THEN BACK OUT 1/2 TURN (RICH). AND RESET CURB IDLE SCREW TO 900 R.P.M.
5. RECONNECT VACUUM LINES AFTER ADJUSTMENTS ARE COMPLETED.
6. ADDITIONAL PROCEDURE FOR A/C EQUIPPED CARS. TURN A/C ON MAX COLD & HIGH BLOWER SPEED. OPEN THROTTLE 1/3 TO ALLOW THE THROTTLE SPEED UP SOLENOID TO REACH FULL TRAVEL. RELEASE THROTTLE AND CHECK R.P.M. ADJUST SPEED UP CONTROLLER ADJUSTING SCREW TO 900 R.P.M.

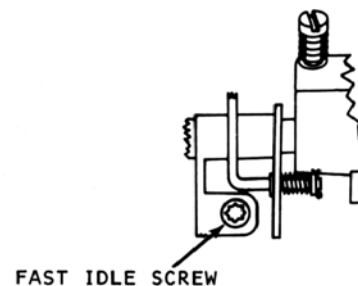


CURB IDLE ADJUSTMENT

FIG. 5.

1. DISCONNECT AND PLUG THE DISTRIBUTOR VACUUM LINE AND EGR HOSE.
2. REMOVE AIR CLEANER COVER. ENGINE OFF OPEN THROTTLE AND CLOSE CHOKE COMPLETELY, THEN RELEASE THROTTLE, THEN THE CHOKE.
3. START ENGINE WITHOUT TOUCHING THROTTLE.
4. USING FAST IDLE SCREW SET TO PROPER R.P.M.

3000 R.P.M. A/T	+	150
3200 R.P.M. M/T	-	



FAST IDLE ADJUSTMENT

FIG. 6.