

810 621-3000
www.steinertractor.com

ZENITH CARBURETOR

Installation Instructions

Series 68 Universal Type Carburetors



Before Installing New ZENITH CARBURETOR

Compare old carburetor with the new one to check the choke and throttle lever length, position and other connections.

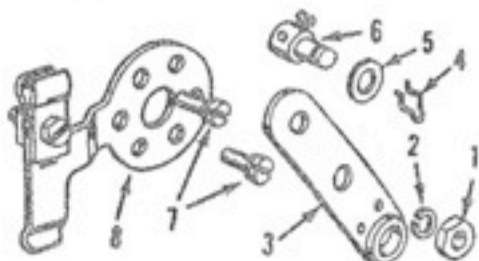


Figure 2

Choke Lever and Choke Tube Holder (Fig. 2)

1. Use old carburetor as a guide for position of choke lever (3) and choke tube holder (8) on new carburetor.
2. To reposition choke lever, loosen nut (1) and rotate choke lever on shaft to desire location. Tighten nut securely.
3. To reposition tube holder (8), remove two screws (7) and relocate tube holder. Install and tighten screws securely.
4. To reverse choke lever and tube holder, remove nut (1), lockwasher (2), lever (3), two screws (7), tube holder (8), choke plate screws, choke plate and choke shaft. Install parts in reverse order from opposite side of carburetor and position as on old carburetor.

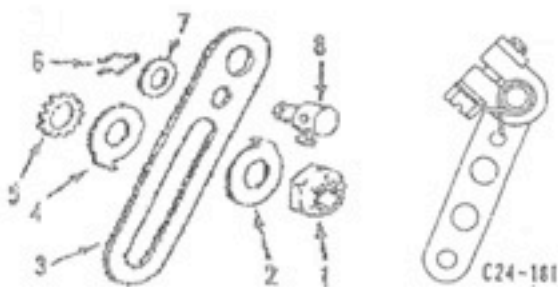


Figure 3

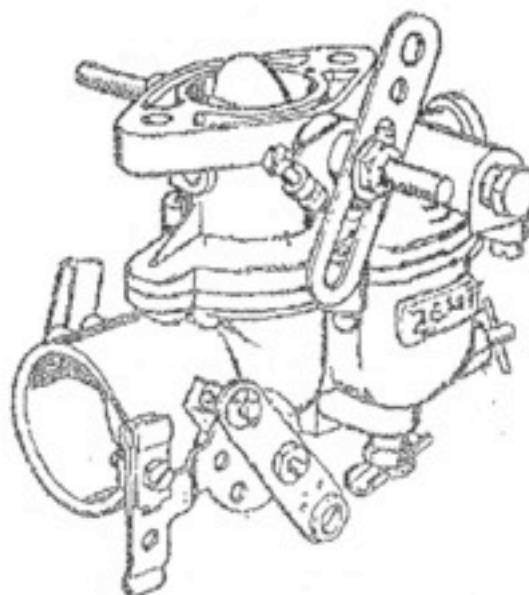


Figure 1

Throttle Lever and Stop (Fig. 3)

1. Use original carburetor as a guide to determine correct throttle lever length and position of lever and stop on new carburetor. Loosen locknut, position lever and tighten nut.
2. To reverse throttle lever remove nut (1), retainer washer (2), lever (3), retainer (4), and lock washer (5) and install on opposite end of shaft as per figure above.
3. When throttle is operated by Bowdin wire attach swivel (8) to 3/16" hole in lever with flat washer (7) and hair pin retainer (6).
4. Universal Spring Loaded Lever (C24-181) is available for engines equipped with governor to return the throttle to the minimum setting of the hand throttle. This lever fits any 1/4" threaded or 5/16" plain shaft.

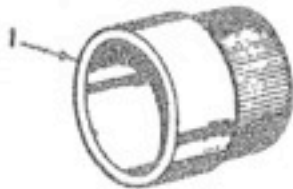


Figure 4

Air Cleaner Adapter (Fig. 4)

On installations with 1 1/2" air cleaner clamp band, install air intake adapter (1) in air intake. Tap gently to seat adapter.

Fuel Inlet (Fig. 6)

Three fuel inlets are provided. Choose inlet 1, 2 or 3 for fuel line connection. Plug other two inlets.



Figure 6

Flange stud and Gaskets (Fig. 5)

1. Assemble short threaded end of studs (4) in holes of carburetor flange. Securely tighten studs. Place gasket (5) over studs.

NOTE: On engines with 7/8" or 1" manifold flange opening, use three gaskets furnished to assure throttle plate clearance.

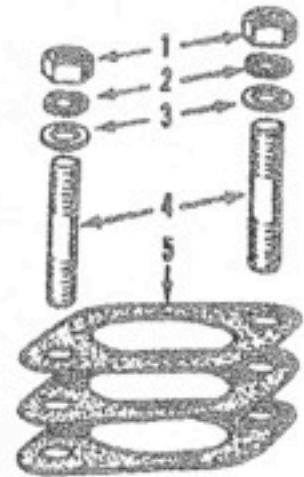


Figure 5

2. Attach carburetor to manifold flange using nuts (1), flat washers (3) and lockwashers (2).

ADJUSTMENT OF ZENITH CARBURETORS

Preliminary Adjustments — Before Starting Engine

1. Hold the throttle in closed position and set the throttle stop screw at 1 1/2 full turns from the completely closed throttle position. The throttle plate must be slightly open to permit the engine to run.
2. Set the idle adjusting needle at one full turn open.
3. Set the main jet adjusting needle at 1 1/2 to 2 turns open. (Some models do not have a main jet adjustment).

NOTE: After installing the carburetor, start the engine and let it run a few minutes until it is warm enough for final adjustments as follow:

Final Adjustments: With Engine Running

1. Set the throttle stop screw for desired idling speed with the choke open.

Important:

NOTE I: The Zenith carburetor you have purchased is the UPDRAFT type, mounted to an intake manifold above the carburetor. Gasoline accumulates in the intake manifold (condensation) and up to 1/4 cup of fuel will drain back into the carburetor. For this purpose, there is a drain in the bottom of the fuel bowl.

Do not misinterpret fuel dripping from the air horn / Intake as flooding or leaking.

NOTE II: Check all fuel line connections for leakage. Look at distributor points and make sure they are not pitted and that they are adjusted to proper gap. Inspect spark plugs to be sure they are clean and that their points are properly gapped.

2. Set the idle adjusting needle for smooth idling. To enrich the mixture, reduce idle air by turning the needle in (clockwise). To lean the mixture, admit more air by turning the needle out (counter clockwise). **AVOID USING A MIXTURE THAT IS TOO LEAN.**
3. To set the main jet adjustment (when provided), hold the throttle in a position equal to about 2/3rds of top engine speed. Turn the adjusting needle in (clockwise) until the engine begins to run irregularly. Then turn the needle out (counter clockwise), counting the turns made, until the engine speed begins to drop again (too rich fuel mixture). Turn the main jet adjustment back about half way between the lean and rich points. Hold the adjustment and tighten the packing nut to prevent fuel leakage around the adjusting needle.

