

CARBURETOR - HITACHI 2-BBL

1986 Isuzu Trooper II

1986 Hitachi Carburetors
HITACHI DCH340, DCR384, DFP340, DFP384 & DHP340 2-BARREL

P'UP & Trooper II

DESCRIPTION

Carburetor is a 2-barrel downdraft type with a piston type accelerator pump. Carburetor consists of a low speed (primary) barrel and a high speed (secondary) barrel integrated into a single unit with a common fuel bowl. Secondary throttle is actuated by a vacuum diaphragm when the primary throttle is open a predetermined amount.

Additional equipment includes an anti-dieseling solenoid and an electric choke. Calif. P'UP and Trooper II carburetors use a feedback duty solenoid.

CARBURETOR IDENTIFICATION

Application	Man. Trans.	Auto. Trans.
P'UP		
Calif.	DFP340-3	DFP340-3
Federal	DCH340-227	DCH340-227
Trooper II		
Calif.	DFP384 .....	.....
Federal	DCR384 .....	.....

ADJUSTMENTS

NOTE: For all on-vehicle adjustments not covered in this article, see Tune-Up article in TUNE-UP section.

FLOAT LEVEL

NOTE: Line on fuel bowl sight glass indicates proper fuel level. If adjustment is necessary, use following procedures.

With sight glass cover removed and carburetor inverted, check float position in relation to being parallel with top of fuel bowl. Bend float seat to make necessary adjustment. See Fig. 1.

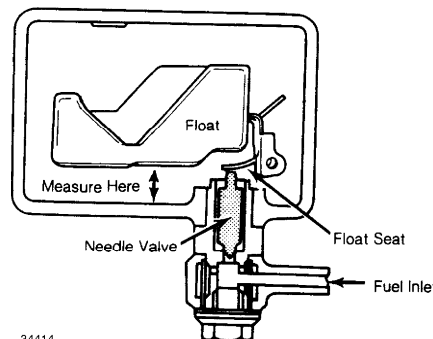
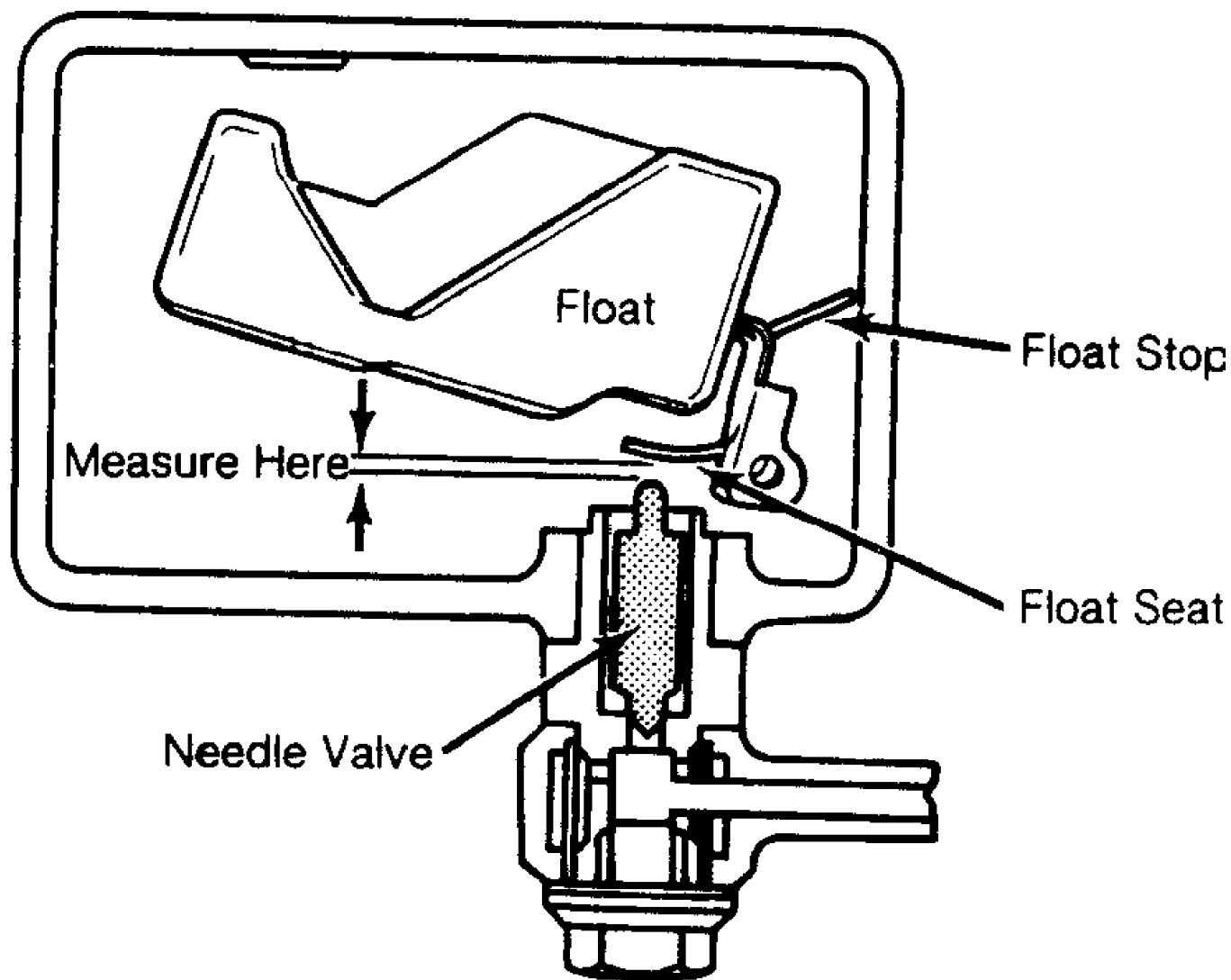


Fig. 1: Adjusting Float Level
Bend float seat to adjust.

FLOAT DROP

1) With the sight glass cover removed and carburetor inverted, gently lift up float and measure clearance between needle valve and float seat.

2) Clearance should be .059" (1.5 mm). Adjust by bending float stop. See Fig. 2.



34415

Fig. 2: Adjusting Float Drop
Bend float stop to adjust.

SECONDARY THROTTLE CLEARANCE

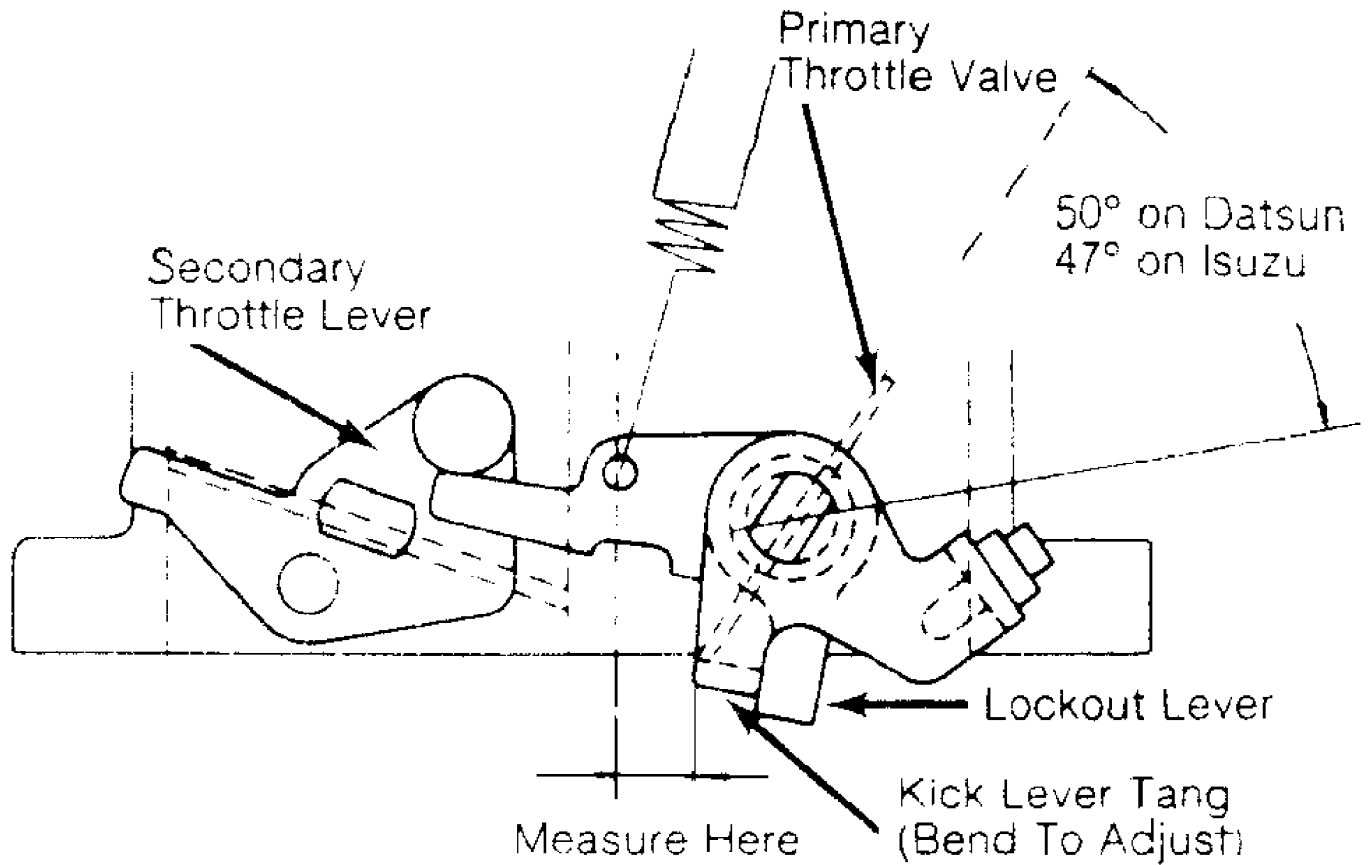
1) When primary throttle valve opens 50° (47° on Isuzu), the lock-out lever which is interlocked with primary throttle shaft contacts kick lever and prevents secondary throttle opening.

2) Further opening of throttle valve releases the lock-out lever, permitting secondary throttle operation.

3) To check, measure clearance between primary throttle valve and wall of throttle chamber when lock-out arm contacts kick lever tang.

4) Clearance should be .240-.300" (6.10-7.60 mm). Adjust by

bending kick lever tang. See Fig. 3.



34417

Fig. 3: Adjusting Secondary Throttle Clearance
Bend kick lever tang to adjust.

CHOKE LINKAGE

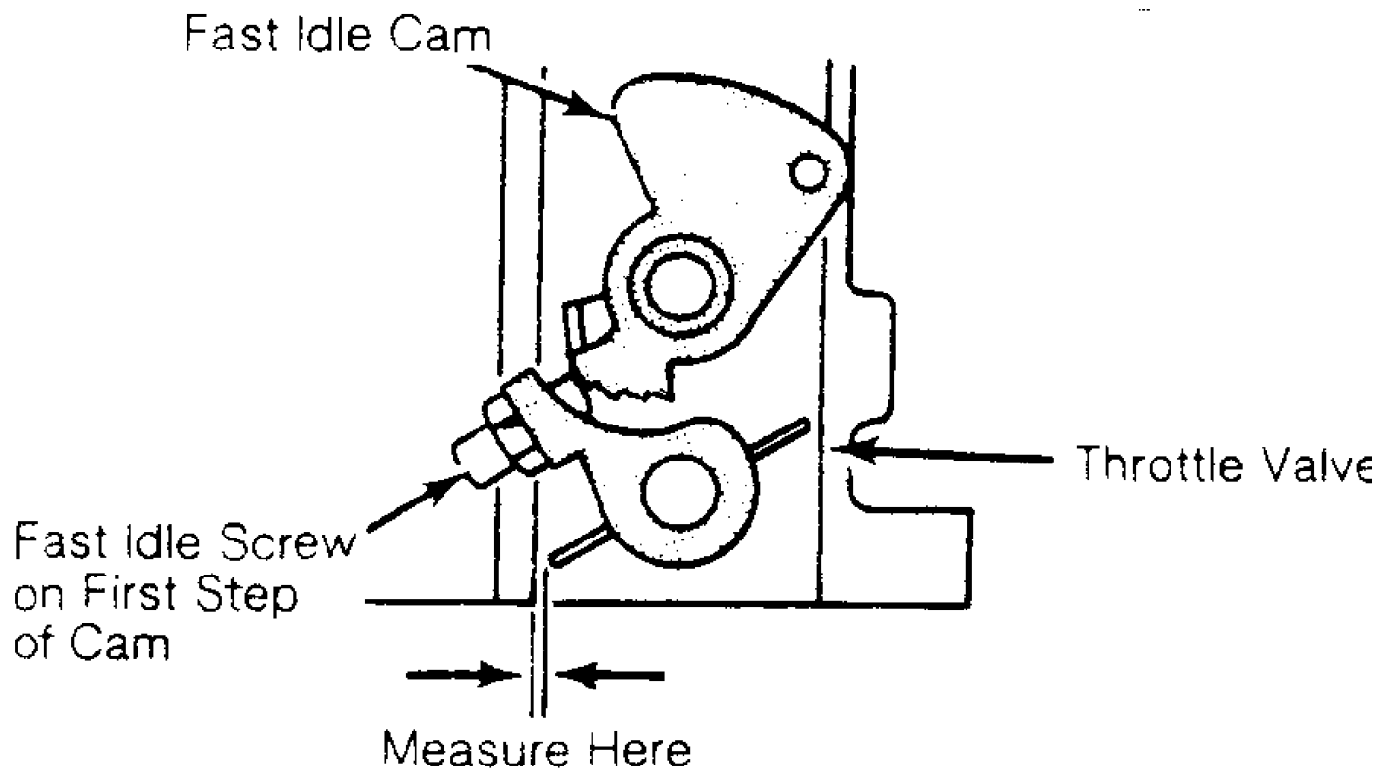
(FAST IDLE OPENING ANGLE)

1) Close choke valve to position fast idle screw on first (high) step of fast idle cam. See Fig. 4.

2) Measure clearance between throttle valve and wall of throttle chamber. Angle of throttle valve can also be used to determine if adjustment is correct.

3) Clearance should be .050-.059" (1.28-1.51 mm) with manual transmission and .059-.069" (1.51-1.76 mm) with automatic transmission.

4) If throttle valve angle is being used to determine proper adjustment, angle should be 15°-17° on models with manual transmission, 17°-19° with automatic transmission.

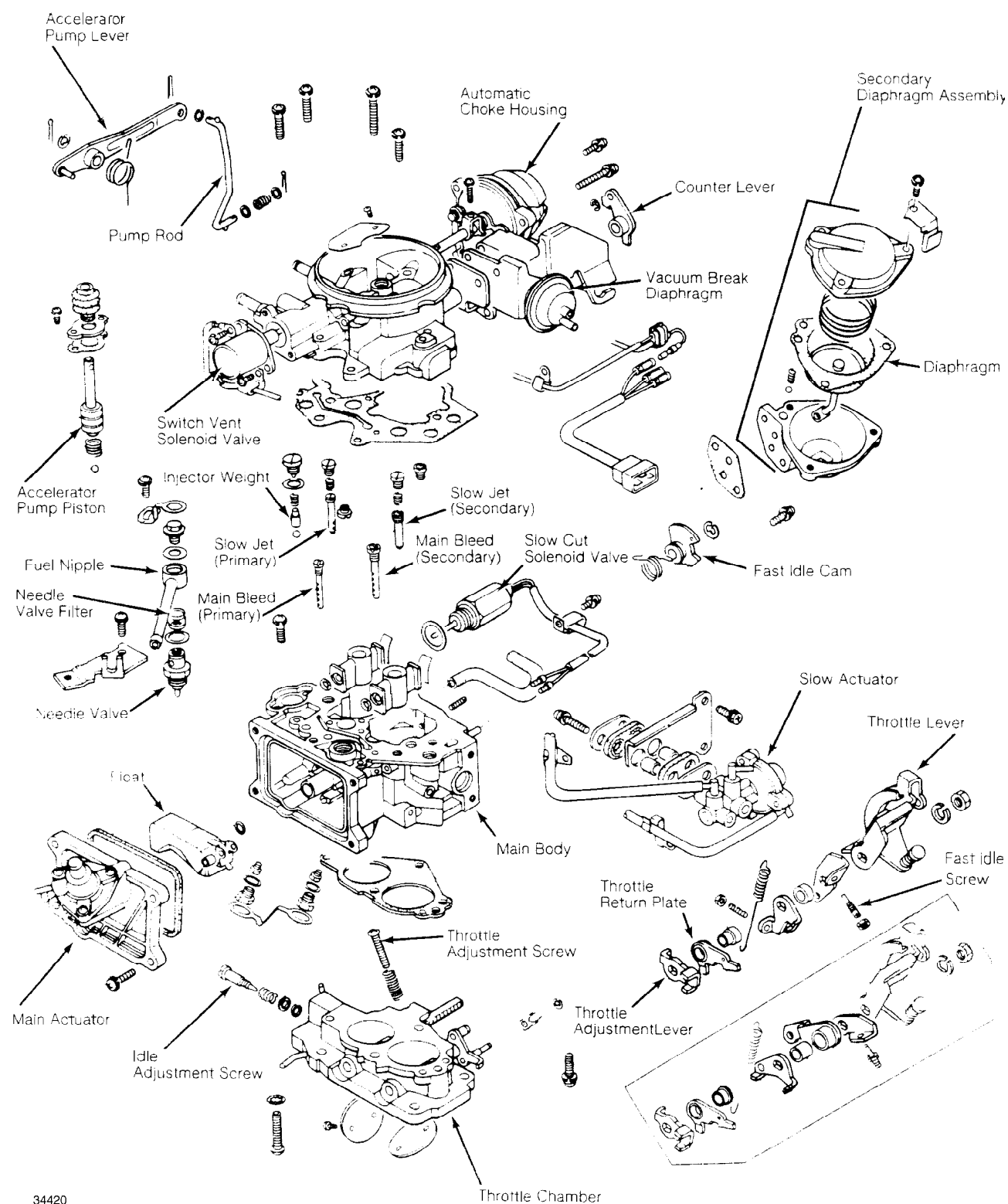


34418

Fig. 4: Choke Linkage Adjustment (Fast Idle Opening Angle)
Turn fast idle screw to adjust.

KICK LEVER

Completely close primary side throttle valve by turning out throttle adjustment screw. Loosen the lock nut on kick lever screw, and turn screw until it contacts return plate. Tighten lock nut.



34420
 Fig. 5: Exploded View of Hitachi DCH, DCR & DFP Carburetor
 Models are used on P'UP and Trooper II.

OVERHAUL

CAUTION: Use properly fitting screwdrivers and wrenches when servicing. Using improper tools can damage parts and alter carburetor calibration.

DISASSEMBLY

NOTE: Slow and main actuators are factory adjusted and should not be disassembled.

1) Remove accelerator pump lever spring and throttle return spring. Disconnect accelerator pump lever and vent valve switch. Remove retaining clip and disconnect choke rod from counter lever. Remove choke thermostat housing and lead wire, connector, fuel pipe nipple and strainer.

2) Disconnect choke vacuum hose from float chamber. Remove attaching screws and remove choke chamber from float chamber. Remove diaphragm rod-to-secondary throttle lever retaining clip. Remove diaphragm retaining screws and diaphragm.

3) Separate float chamber from throttle valve body. Remove slow actuator if equipped. Remove accelerator pump plunger assembly, spring, float needle valve assembly, Remove sight glass cover (main actuator) and float assembly.

4) Remove screws attaching diaphragm cover, diaphragm cover, spring and diaphragm. Do not lose the ball and spring. Remove all jets from upper part of float chamber and remove small venturi from both primary and secondary venturi.

5) Remove injector weight plug, weight and ball. Remove power jet, main jet plugs, main jets, and primary slow air bleed from choke chamber. Do not remove throttle valves or choke valve unless components are damaged.

CLEANING

NOTE: Do not immerse synthetic parts, electrical components or diaphragm assemblies in carburetor cleaner.

Remove carbon from around throttle valve and clean cast parts with carburetor cleaner. Clean jets, fuel passages and vacuum ports with compressed air. Do not use wire or pointed metal objects. Clean all other parts with solvent and soft brush.

INSPECTION

Choke Chamber

Inspect chamber for cracks and damage, particularly on mating surface of chamber. Inspect choke shaft and bore for wear and vacuum piston and choke valve for smoothness of operation.

Float Chamber

Inspect body for cracks, mating surfaces and threaded holes for damage; power valve for leaks and smoothness of operation; needle valve and float pin hole for wear and accelerator pump plunger for damage, wear and smoothness of operation.

Throttle Chamber

Check throttle valves and shafts for wear and slow and idle ports for clogging. Inspect mixture screw seating and mixture screw for step wear.

REASSEMBLY

1) Reverse the disassembly procedure to reassemble, ensuring all components are installed in correct positions. Apply grease to "O" ring before installing to prevent twisting and cracking.

2) If choke and/or throttle valves have been removed, stake or apply adhesive compound to set screw threads to prevent loosening. Check linkage and operating levers for smooth operation.

ADJUSTMENT SPECIFICATIONS

CARBURETOR ADJUSTMENT SPECIFICATIONS

Application	Specification
-------------	---------------

Isuzu

Float Level In. (mm)	.....	. (1).
Float Drop In. (mm)	.....	0.059 (1.50)
Choke Linkage In. (mm)	..... (2)	0.050-0.059 (1.28-1.50)
Secondary Throttle In. (mm)	.....	0.240-0.300 (6.10-7.60)
Unloader Setting In. (mm)	.....	.....
Vacuum Break In. (mm)	.....	.....

(1) - Float parallel with top of float bowl. See adjustment procedure.

(2) - Man. Trans. For Auto. Trans., clearance should be 0.059-0.069" (1.51-1.7 mm).
