



DAYTONA CHEVROLET
REPLACEMENT
CARBURETOR UN2





Please read before Installation

Thank you for your purchase of our DAYTONA replacement CARBURETOR. This carburetor is engineered to provide a wide variety of replacement applications for original factory carburetors.

All DAYTONA replacement carburetors are manufactured to the highest quality standards, and contain alcohol resistant parts thruout, for long service life, under normal operating conditions.

The information contained in this booklet will help you with your installation, and act as a guide to a successful install.

DAYTONA replacement Carburetors are available in two basic styles:

(1) Our Standard fitment UN2 models have fixed throttle arms and main jets tailored to specific years and makes of Factory original carburetors. These models are direct bolt on and specific for your model of automobile or engine. Some variations will require the re-routing of the original fuel line, vacuum advance, and manual choke cable.

(2) Our fully UNIVERSAL models are especially made to allow a wider variety of external adjustments. They have fully adjustable throttle arms, and externally adjustable high speed main jets. This allows the throttle arm to be indexed to any point you may need the arm to move. The externally adjustable main jet allows you to fine tune the high speed rich/lean mixture to the exact demands of you current engine. Variations in fuel lines, vacuum lines, choke cables and air cleaners may require re-routing or adapting of those items.



BEFORE INSTALLATION OF CARBURETOR

- 1. Install the new high quality fuel filter in your gas line, between the fuel pump and the carburetor only!**
- 2. Make sure the ignition system is in proper working order. On point/coil systems, make sure you run only copper core plug wire, for correct high voltage at the plugs.**
- 3. Check valve clearance, if applicable, and run a compression Test on your engine. Plus or minus 10% across all cylinders is normal.**
- 4. Clean air filter, or change, if necessary.**
- 5. Check intake manifold and cylinder head gaskets for leaks.**
- 6. Check exhaust manifold heat riser for proper operation.**
- 7. Check exhaust system for collapsed or plugged muffler.**

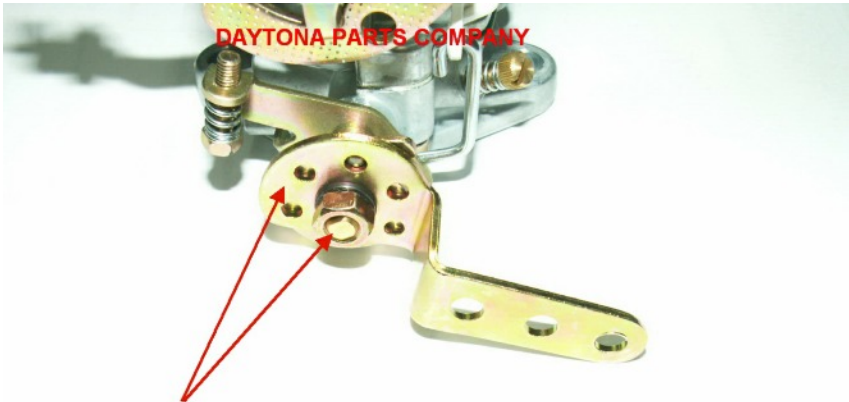
DURING INSTALLATION OF CARBURETOR

- 1. Carefully clean manifold of all old gasket material.**
- 2. Fuel line must be purged. With the coil wire removed, and using a suitable container, operate the starter for 10-15 seconds. The fuel pump will pump enough gas into the container, to clean any foreign particles out of the fuel line.**

NOTE! Flooding during initial startup is normally caused by Loose dirt, rust, or high fuel pump pressure.

- 3. Check fuel pump pressure to make sure the pump is operating at its correct factory specifications in psi. Trouble free performance of the carburetor cannot be expected with a marginal or defective fuel pump!**
- 4. Check all flexible fuel lines in the system, and replace, if defective, using high quality alcohol resistant hose.**
- 5. Do not overtighten the carburetor base bolts, as this can cause warping, or crack the aluminum base! 3ft lbs is the Recommended torque for any carburetor base.**
- 6. Re-index, if necessary, the throttle arm on fully Universal Models, to the position your linkage requires.**
- 7. Install manual choke cable, and adjust before continuing to the next section.**
- 8. NEVER use any shellac, gasket sealer, silicone, teflon Tape, or lubricant on your carburetor or base plate!**

REPOSITIONING THE UNIVERSAL THROTTLE ARM. FULLY UNIVERSAL MODELS ONLY.



DAYTONA UNIVERSAL CARBURETORS HAVE A FULLY ADJUSTABLE THROTTLE ARM. TO RE-POSITION THE ARM; LOOSEN THE LOCKNUT ON THE END OF THE THROTTLE SHAFT, THEN ROTATE THE OUTER ARM TO THE NEW POSITION REQUIRED, MAKING SURE THE HOLE IN THE OUTER ARM, LINES UP WITH THE DIMPLE ON THE ARM BACKING PLATE, AND THEN RETIGHTEN THE LOCKNUT. IF THE ARM REQUIRES A 180 DEGREE POSITION CHANGE, SIMPLY REMOVE AND REPOSITION THE BACKING DIMPLE PLATE 180 DEGREES, THEN RE-INSTALL THE ARM. ALWAYS MAKE SURE THE BACKING PLATE DIMPLE ENGAGES A CORRESPONDING HOLE IN THE OUTER ARM, BEFORE TIGHTENING THE LOCKNUT.

AFTER INSTALLATION OF CARBURETOR

1. Make the following adjustments **WITHOUT** hooking up your main throttle rod or cable to the carburetor!
2. Start and warm up engine, making sure the manual choke is fully open, before proceeding.
3. **For UNIVERSAL models only, proceed to High Speed adjustment procedure on next page!! This must be done correctly, BEFORE setting the idle circuit and idle speed adjustments!!!**
4. With engine running at 400-500 RPM, adjust the idle mixture screw, until the engine idles smoothly. **DO NOT OVERTIGHTEN THE IDLE MIXTURE SCREW!**
5. Reset the idle speed screw to lower the engine speed back to 400-500 RPM, or to your manufacturers idle speed recommendation, using a suitable dwell-tachometer tool. **DO NOT GUESS** at Engine idle speed! Engine idle speed is critical to the low speed operation of your carburetor.
6. After the engine is running smoothly at idle; then adjust your main firewall throttle control rod or cable to match the opening on your new carburetor throttle arm, without moving the arm position.

ADJUSTMENT PROCEDURE FOR EXTERNAL HIGH SPEED MAIN JET MODELS ONLY.



Daytona Universal carburetors have a fully adjustable external high speed main jet. This adjustment must be set correctly before proceeding with the idle circuit adjustments! To set the high speed mixture, bring the engine up to 2000 RPM and/or 2/3rds maximum engine speed. Block the throttle arm so the engine speed is steady; then using a small flat blade screwdriver, slowly turn the screw in clockwise, until the engine begins to lose speed. Then turn screw slowly outwards until maximum rpm is gained. Stop at that point! You have then successfully set the high speed main jet for your current engine requirements. NOTE! Do NOT tighten or loosen the brass nut containing the high speed adjustment screw!! Use only the slotted screw for adjustment!

DAYTONA AIR FILTER

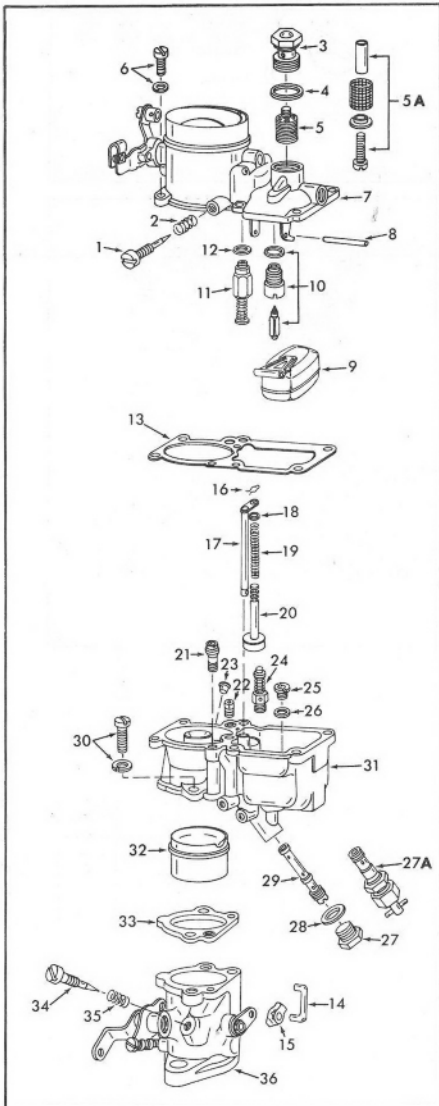
This optional high quality Daytona Air Filter is fully Recleanable. The filter fits our Daytona Universal carburetors and is designed to fit any standard 2 1/4" straight neck air horn one barrel US made carburetor. Recommended cleaning once a year and re-oiling with air filter oil, available at any local auto parts store.

Ask your dealer for details and price.



PARTS EXPLODED VIEW

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



NOMENCLATURE

REF. NO.	REF. NO.
1.	18.
NEEDLE - IDLE ADJUSTING (28 SERIES)	WASHER - PUMP SPRING
2.	19.
SPRING - IDLE ADJUSTING NEEDLE (28 SERIES)	SPRING - PUMP
3.	20.
PLUG - FUEL FILTER	PUMP PLUNGER
4.	21.
GASKET - FILTER PLUG	JET - IDLE
5.	22.
FILTER - DISK TYPE	VENT - WELL
5A.	23.
FILTER - SCREEN TYPE	PLUG - PUMP PASSAGE
6.	24.
SCREW & LOCKWASHER (6) - BOWL COVER	VALVE - POWER JET
7.	25.
COVER - BOWL	JET - MAIN
8.	26.
PIN - FLOAT LEVER	GASKET - MAIN JET
9.	27.
FLOAT & LEVER ASSY,	PLUG - MAIN NOZZLE
10.	27A.
NEEDLE, SEAT & GASKET ASSY,	JET - ADJUSTABLE MAIN
11.	28.
VACUUM PISTON ASSY,	GASKET - PLUG OR ADJ, JET
12.	29.
GASKET - VACUUM PISTON ASSY,	NOZZLE - MAIN
13.	30.
GASKET - BOWL COVER	SCREW & LOCKWASHER - BOWL TO THROTTLE BODY
14.	31.
LINK - PUMP LEVER	BOWL ASSY. - FLOAT
15.	32.
RETAINER - PUMP LINK	VENTURI
16.	33.
RETAINER - PUMP	GASKET - THROTTLE BODY
17.	34.
ROD - PUMP	NEEDLE - IDLE ADJUSTING (228 SERIES)
	35.
	SPRING - IDLE ADJ, NEEDLE (228 SERIES)
	36.
	THROTTLE BODY ASSY,

This exploded view is a typical guide to the service parts available for your New Daytona Carburetor. Please refer To the numbers when making an inquiry about parts. New high quality, alcohol resistant carburetor repair kits are also available .

CARBURETOR TROUBLE-SHOOTING INFORMATION



- Always install or replace a good in-line gas filter to protect your carburetor from foreign material and dirt before installing and starting the engine. Check for fuel leaks.
- Vacuum leaks are about the most common problem. Make sure all vacuum lines and hoses are connected properly to the carburetor and manifold. If an adaptor is used, make sure gaskets are used above and below the adaptor and seal properly.

Situation

Possible Solution	Carburetor floats late	Carburetor won't	Will not adjust properly	Loads-up, stumbles on acceleration	Surges, cuts out	Vacuum leak	Backfires	Fuel leaks at shafts	Rough idle	Boggs	No power	Hard starting
Check for foreign material inside carburetor needles and seats—Replace needles and seats.	X							X				X
Check for air leak at base of carb., manifold, adaptors, etc. Make sure base gasket seals properly and all outlets are plugged or connected.		X	X		X	X	X		X	X	X	
Check float level and drop. Reset to specifications if needed.	X			X				X				X
Check float for leak. Replace if gas found inside of float.	X							X				
Excessively rich, requires leaner rods and/or jets. Check primary side. If performance cam is used, change metering rod springs.				X						X		
Too lean, requires richer rods and/or jets. Check secondary side for hanging throttle valves.					X		X			X	X	
Check ignition, timing, points, cap or vacuum leak at base of carburetor.		X	X		X	X	X		X			X
Off road vehicles need spring-loaded needles and seats. See 25P9655.	X							X				
Check air horn or top gasket for breaks and/or crimps.	X											
Increase accelerator pump stroke. Larger or smaller pump squitters may be needed.				X							X	
Check choke setting. May require richer or leaner setting.		X		X	X		X		X			X
Check idle mixture screws adjustment. See service instructions.		X	X						X			
Engine temperature too hot causing fuel to boil and run over. Use heat shield between carb. and intake manifold.								X				X
Replace carburetor filter.	X			X							X	X
Dirt may be blocking the low speed circuit. Apply air pressure after cleaning unit and install inline gas filter.		X	X		X				X			
Check engine compression for good balance.					X		X		X		X	

IMPORTANT WARRANTY INFORMATION

Your DAYTONA UNIVERSAL CARBURETOR is manufactured to the highest quality standards, and are warranted, to be free from defects in both workmanship and material for a period of (1) year from the date of purchase, provided that the product is properly installed, subjected to normal use and service and that the product is not modified or changed in any way, nor damaged because of negligence by customer or installer or used for racing or competition purposes. If you believe that you have a defective product, it must be returned, freight prepaid, directly to Daytona Parts Company Inc, along with Proof of purchase and a complete description of the problem. If a thorough inspection of the product by the factory indicates defects in workmanship or material, our sole obligation shall be to repair or replace the product. Warranty covers only the product itself and not the cost of Installation or removal.

Warranty is void under the following conditions.

Enclosed fuel filter is not installed; dirt or rust enters the carburetor for any reason; if carburetor disassembly is attempted by either purchaser or third party; incorrect usage of aftermarket gasoline additives or long periods of inactivity resulting in varnish buildup inside the carburetor; Any usage of gasoline alcohol content over 10%; Stripped screws, inlet threads, bent or broken levers or castings are not normal warranty issues, but an indication of misuse by the purchaser or third parties.

Warranty Disclaimer

Due to the nature of replacement or performance applications, the parts or carburetors are sold without any expressed warranty or any implied warranty of merchantability or fitness for a particular purpose. Daytona Parts Company Inc shall not, under any circumstances, be liable for any special, incidental, or consequential damages, including, but not limited to, damage or loss of property or equipment, loss of profits or revenue, cost of purchased or replaced goods, or claims of customers of the purchaser, which may arise and/or result from the sale, installation or use of these parts.

Check with your State vehicle emission regulating authorities before installation of any parts or carburetors. Daytona Parts Company Inc, is not liable for your vehicles emission law compliance, or for the failure of an emissions test or inspection.

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