

Zama Newsletter

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In this edition of the Zama newsletter I will be discussing the correct way to install a rebuild kit for a Zama carburetor. The first thing to do when preparing to rebuild a Zama carburetor is to determine the correct rebuild kit part number for your specific carburetor. To determine the correct rebuild kit you may visit the Zama website at Zamacorp.com or you may contact technical support at aftersales@zamacorp.com.

Once the rebuild kit is in hand and prior to disassembling the carburetor. I would clean the outside of the carburetor, if needed using carburetor cleaner. Do not spray directly into the connectors nor any of the openings. Also Zama does not recommend using any compressed air when rebuilding a carburetor, as the compressed air can damage the check valves.

I would begin with the metering side. The metering side can usually be determined by the words Zama and China engraved into the cover. Next remove the metering screws and metering cover. You will see a metering gasket and metering diaphragm covering the metering chamber. Before removing the metering gasket and diaphragm please note the order in which the gasket and diaphragm are placed on the carburetor. Once the gasket and diaphragms are removed you will see the metering lever, inlet needle, pin and metering spring. Remove the metering lever, spring, inlet needle and pin using a phillip head screwdriver. Some Zama carburetors use a Torx head screw which usually requires a T8 torx screwdriver. With all parts removed you may spray the metering chamber surface at an angle as you do not want to spray any pressurized cleaner directly in to the openings. Also do not insert anything into the openings as this can damage the check valves. Let the carburetor air dry. Do not use compressed air to dry the carburetor.

Once the carburetor is dry reassemble using the new metering lever, pin, inlet needle and spring using the metering screw. All of these parts except for the metering screw will be included in your Zama rebuild kit. With the metering screw tightened take your finger and press down on the metering lever a couple of times to be sure the lever is operating correctly and not sticking.

Next you will need to use a tool with a flat edge or a Zama gauge to set the metering lever height. You will want to place the straight edge/Zama gauge against the body of carburetor and it should be placed directly over the rounded tip of the metering lever. Holding the straight edge/Zama gauge in place and against the carburetor body. Look and see how much of a gap you have between the rounded tip of the metering lever and the straight edge. The normal recommended set gap size is usually thirty thousandths of an inch. I prefer to say the gap should be no more than a hair's width. You want the metering lever as close to the straight edge without touching. If the metering lever is touching the straight edge you will need to adjust the lever lower as a metering lever set too high can supply too much fuel and cause gasoline to leak from the tank when the engine is not running. If the metering lever is set too low the carburetor will not received adequate fuel flow and will affect performance with poor acceleration or idling. To adjust the metering lever, place a flathead screwdriver at the base of the metering lever where it is held by the metering pin. While holding the flathead screwdriver firmly in place, take your thumbnail and pull up or push down on the metering lever depending on the direction of your needed adjustment.

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With the metering lever set in place, the new metering diaphragm and metering gasket needs to be placed against the carburetor body in the correct order. The metering gasket should be placed against the body of the carburetor and the metering diaphragm will be placed on top of the gasket with the metal ring and stem facing towards the metering chamber. Reinstall the metering cover and tighten screws.

Now that the metering side of the carburetor is built you may flip the carburetor over and begin removing the pump side cover screws. With the pump side cover screws removed you can then remove the pump cover. Once the pump cover is removed you should see a pump gasket and pump diaphragm. Again you will want to note the order in which they are placed as their order placement is different than the metering side gasket and diaphragms. Remove the pump gasket and diaphragm.

At this point, with the pump diaphragm and gasket removed, you should see a small strainer/screen pressed into the body of the carburetor. The fuel from the gas tank will first go through this screen before entering the remaining parts of the carburetor. It is important that the screen is clear of dirt and debris. If the strainer is clean you may move to the next step however if the screen has debris or dirt you will need to replace the strainer. To replace the strainer I recommend using a scratch awl or something with a point that can help to pull the strainer out of the carburetor body. While removing the strainer please be careful not to spill any dirt or debris down into any openings. Once the strainer is removed you may spray carburetor cleaner at an angle to clean any openings and the pump side surface. Again let the carburetor air dry before proceeding to the next step.

Next you will want to install a new strainer which should be included with your rebuild kit. To make installation easier try using a drill blank or the eraser end of a pencil to press the strainer into the the hole. Once pressed in smooth the sides of the strainer against the opening so that no dirt or debris can flow past the strainer.

With the strainer installed you can now place your new pump diaphragm and gasket onto the carburetor. The pump diaphragm should be placed against the body of the carburetor. The pump gasket will be placed on top of the pump diaphragm. The last step would be to reinstall the pump cover and tighten the pump cover screws.

TECHNICAL SUPPORT Q & A

Q: What is the quickest way to contact Zama technical support

A: The quickest way would be by email and you should receive a faster response as well. Most inquiries sent to aftersales@zamacorp.com are answered in less than 24 hrs during the week.

Q: I am looking for a Service Manual that I can keep in our shop, however I can only find the 2011 edition. Do you currently offer a Service manual?

A: Beginning in February of 2023 Zama will be offering a new updated version of our service manual. The list price will be \$24.99 each and include updated information. This manual will be available wherever you currently purchase Zama parts.

Q: I have a Stihl chainsaw with a Zama carburetor. Can you help me locate a replacement carburetor?

A: I am sorry but Zama aftersales is not allowed to sell or provide any technical support for Zama carburetors installed on Stihl units. These carburetors are the property of Stihl and can only be sold or serviced by Stihl and their dealers. You may try contacting Stihl technical support at 1 888 326-9643 or Stihlcs@stihl.us for additional assistance.