UNIVERSAL LINKAGE ADAPTER FITTING INSTRUCTIONS

This linkage adapter is designed for use with Weber progressive carburetor conversion kits on all VW cars and the Porsche 914/4. The linkage plate has four holes drilled in it for the various different applications. These holes are at the 4,5,6 and 11 o'clock positions when the linkage plate is correctly fitted to the carburetor. Also supplied is a throttle return spring plate.

1. TYPE 1 and TYPE 11 thru 71

For these vehicles the 4 o'clock position is used on the linkage plate. Attach the linkage adapter to the linkage plate. Both nuts must be on the outside of the plate with one end of the return spring between them. **See Photo 1.**

2. TYPE 3

All type 3 applications use the 5 o'clock position on the linkage plate. The linkage adapter is attached to the outside of the linkage plate. The return spring is attached to the 4 o'clock position. **See Photo 2.**

3. PORSCHE 914, VW TYPE 4

These cars using a single 2-barrel carburetor as stock will use the 11 o'clock position on the linkage plate. Attach the linkage adapter to the outside of the linkage plate with only one of the nuts on the inside. The return spring uses the 4 o'clock position. **See Photo 3.**

4. PORSCHE 914, VW TYPE 4

These cars using two 2-barrel carburetors as stock will use the 5 o'clock position. Unscrew the cable adapter end from the linkage adapter then fit the ball joint end of the adapter to the outside of the linkage plate with only one nut on the inside. The cars existing linkage rod can now be screwed directly into the linkage adapter. The return spring uses the 4 o'clock position. **See Photo 4.**

5. RABBIT, SCIROCCO

These two models use the 6 o'clock position on the linkage plate. The linkage adapter is attached to the outside of the plate. The return spring is attached to the 4 o'clock position. **See Photo 5.**

6. ADJUSTING THE THROTTLE CABLE LENGTH

For all models, except Type 4 engines with two carburetors, it is necessary to carefully adjust the cable to the correct operating length. Measure the cable length alongside the linkage adapter. For most cars it will be necessary to cut a small portion off the existing cable. On some models however, the whole cable including its end must be used. If this is the case, the hole in the end of the linkage adapter must be

(CONTINUE ON BACK SIDE)

6. ADJUSTING THE THROTTLE CABLE LENGTH (CONTINUED)

drilled out to accommodate the extra size of the end cable end. If a larger diameter than stock cable is being used it will again probably be necessary to drill out the end of the linkage adapter. The cable should be threaded into the linkage adapter as far as possible for a good grip to be obtained by the locking set screw. Fine adjustments can now be made by screwing the linkage adjuster in or out as necessary. Once the correct position is obtained tighten down the lock nut.

7. FINAL CHECKS

Prior to driving the vehicle on the street carefully check all operations and make sure there is no binding, fouling of the cable, over-center locking or sticking throttle. Any of these symptoms could prove extremely dangerous under driving conditions.

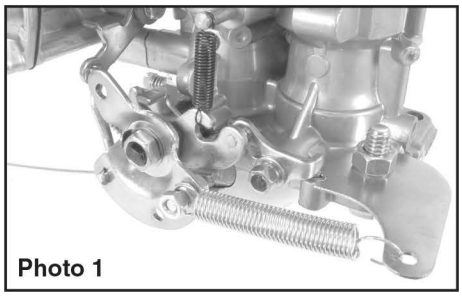

Photo 1

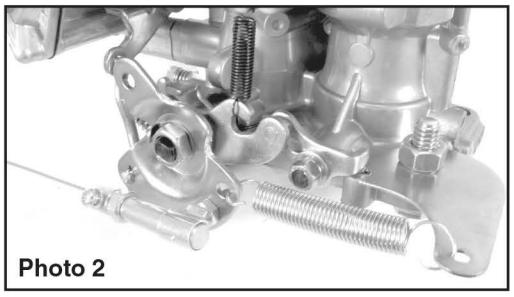

Photo 2

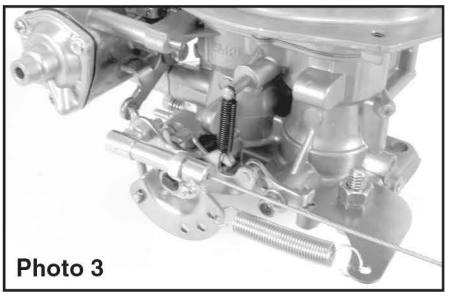

Photo 3

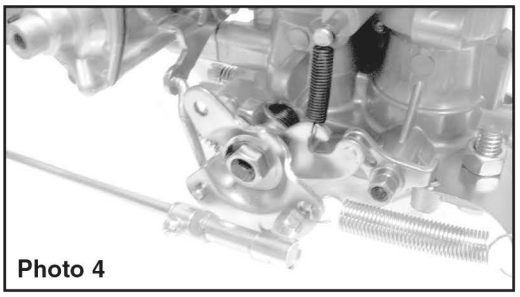

Photo 4

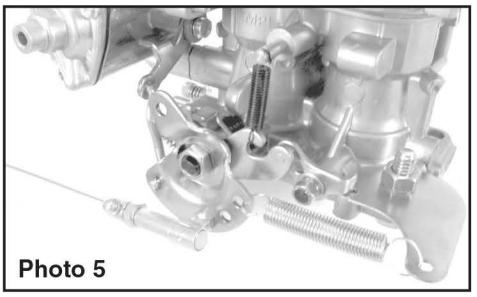

Photo 5