

47-0628 EMPI 38EGAS Single Carburetor Kit, Type 1 1300-1600

Follow your VW Service Manual and remove the stock carburetor, manifold and end castings. Then clean and prepare your engine for the installation of your new carburetor kit.

Using new gaskets install your end castings and the new manifold center section. At this stage it may be necessary to trim the manifold tubing as this is left slightly longer to allow for long stroke engines.

Fit the heat risers to the exhaust.

Check that all connections are tightened down and secure.

Install the 4 studs on the intake manifold.

Install the Carburetor on the manifold with the choke facing the rear of the vehicle.

Remove the rear bolt/nut from the fuel pump cover and install the bracket between this bolt/stud and the threaded bung on the side of the manifold (bracket is designed for an Electric Fuel Pump application. It may be modified to fit with a stock fuel pump). This bracket helps steady the manifold and prevents too much vibration.

Install stud on linkage boss on side of manifold, linkage arm and 1 washer on each side of linkage arm, then nylon lock nut. Assemble the linkage as pictured. Adjust the linkage making certain that you obtain full throttle when open and that the linkage returns with no binding when released.

Connect the electric choke wire to the new Carburetor.

Fit the new air cleaner using the 5mm lock nuts and washers provided.

Before starting the engine, check that all the parts have been correctly installed and tightened down. Also check the operation of the throttle cable and linkage, making certain that it does not stick in any position and that the throttle fully closes on release and fully opens with full pressure on the pedal.

The engine is now ready to be started, but the Carburetor must first be adjusted.

The initial setting:

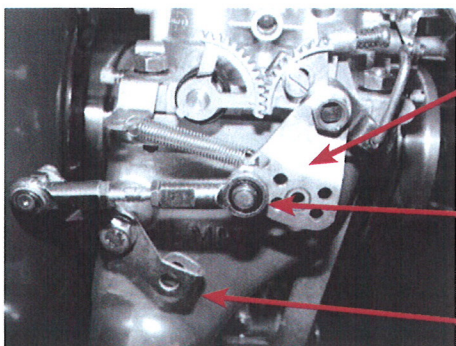
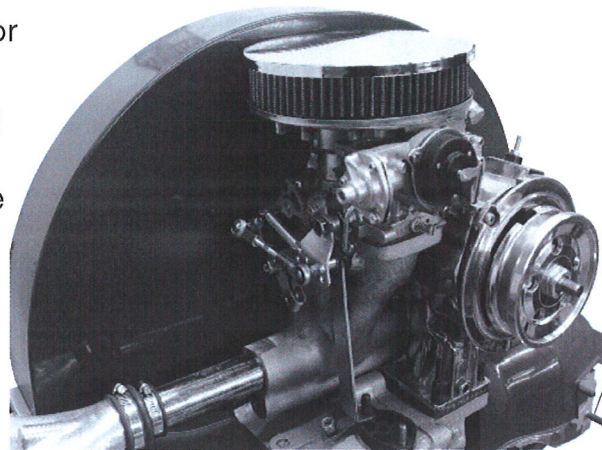
Idle Speed Screw – Turn out until the screw is not touching the arm, then turn in 1 turn

Idle Mixture Screws (2) - Turn in until lightly seated, then turn out 1 – 1½ turns

Then proceed with running adjustment and synchronization.

Follow carburetor adjustment instructions and/or watch our video at EMPIUS.com. The adjustment procedure will be similar to the Single HPMX installation, as this is a synchronous 2-barrel carburetor with 2 Mixture Screws.

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.



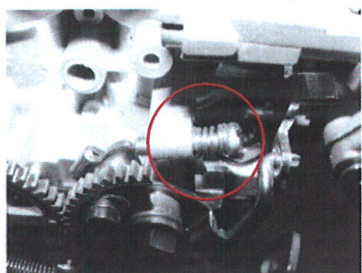
Uni-Link Carburetor Arm offers almost infinite adjustment.

Heims & Lock Nuts allow adjustment for cable end location.

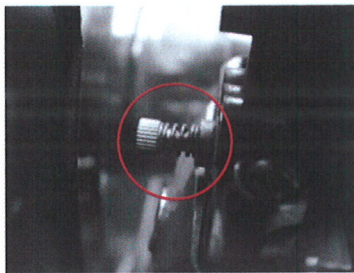
Throttle arm curves IN toward manifold to align with cable.

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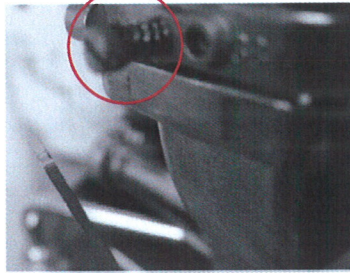
Initial Carburetor Adjustment



Turn Idle Speed Screw IN 1 Turn



Turn Mixture Screws in until lightly seated – then turn OUT 1 – 1 1/2 turns.



Return Spring & Bracket.

Multiple Positions to achieve Full Open and Full Close positions.

Stud bottoms out in manifold - Use washers to minimize lateral movement.

Right & Left-Hand Heim Ends and Nuts to adjust rod to achieve Full Open and Full Close positions.

Linkage Arm turns IN toward manifold.

We have included (2) .135 main jets in case your engine will operate more efficiently with reduced fuel in the main circuit. If changing to these jets, be certain to road test and check your engine temperature when running at higher rpm. A lean condition increases operating temperature and can cause engine damage/failure.

Special Throttle Cable Instructions

Depending on your fan shroud and/or alternator style, you may need to trim the driver and/or passenger side manifold tube and/or slightly bend the linkage arm bracket to align the throttle cable. Or...If you are using an aftermarket fan housing, drill your throttle cable hole to align with the throttle arm.