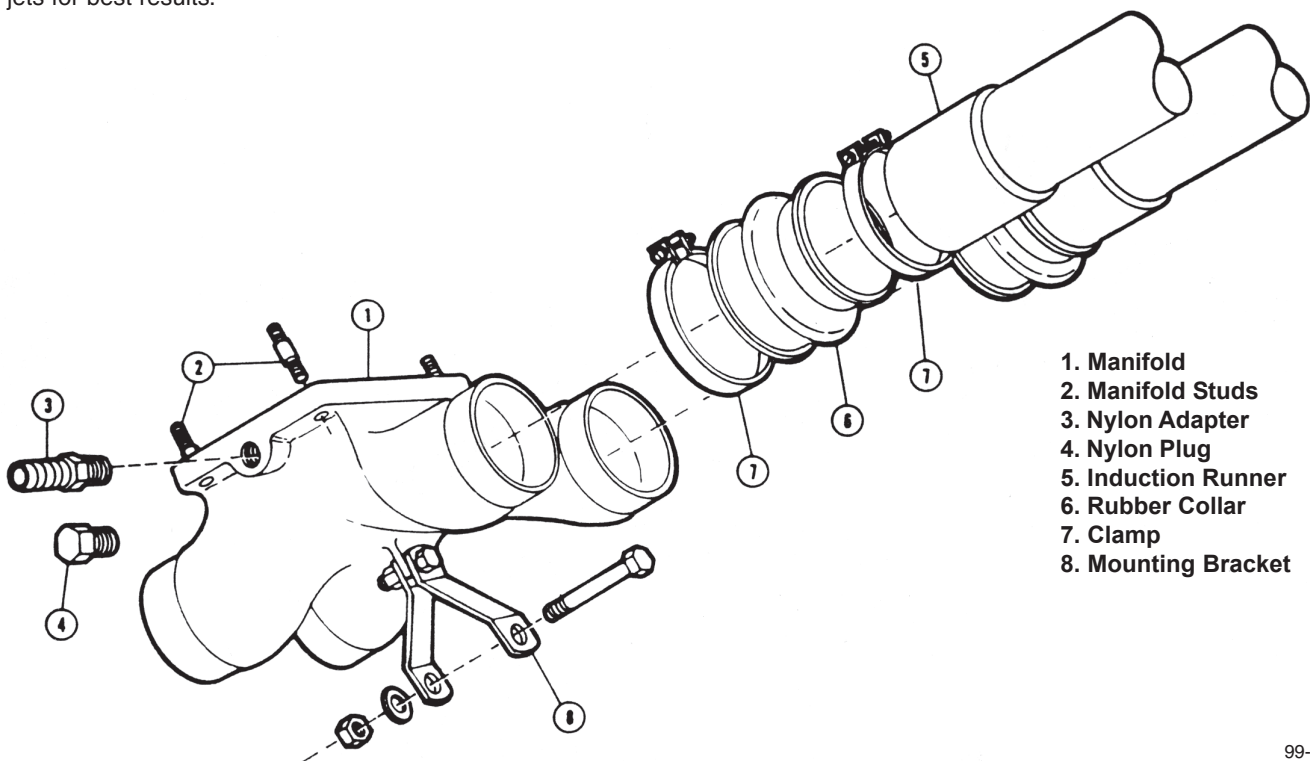




EMPI EPC 32/36F OR WEBER DFV VW TYPE 2, 3, 4 CARBURETOR KIT FITTING INSTRUCTIONS

1. For the sake of safety, disconnect the battery. Then remove the distributor making sure to mark its position for correct replacement. Do not turn the engine over while the distributor is removed.
2. Remove the stock carburetor with its air cleaner, the intake manifold, fuel injection runners (if fitted), balance manifolds and throttle linkage.
3. If the car was fuel injected, a new fuel pump in the 3-8 psi range should be fitted (P/N: 41-2010) along with a pressure regulator (P/N: 00-9102 or 41-2601) which should be set a 1 1/2-2 psi. On carburetor models no changes are necessary.
4. Take the new manifold and screw the four 8mm studs into it making sure that they bottom out. If the car being worked on has power brakes, screw the nylon adapter into the manifold. If there are no power brakes, use the nylon plug to block off this hole. See diagram.
5. Attach the mounting bracket to the manifold as shown in diagram.
6. Loosely attach the manifold to the engine. Do not tighten down at this stage as some adjustments may be necessary. The nylon adapter (or plug) should point towards the front of the car.
7. Place the black rubber collars and their clamps on the new induction runners.
8. Thoroughly clean off the runners seating area on the heads, then using the new gaskets provided, bolt the runners in place. The bolts should be torqued to 14 ft/lbs.
9. The black rubber collars should now be slid over the manifold outlets and clamped down in place.
10. Now tighten down the manifold mounting bracket to the engine casing.
11. The new carburetor and gasket are now fitted to the manifold. The throttle linkage should face the right (passenger) side of the car.
12. On some models it may be necessary to drill another hole for the throttle cable to pass through the engine sheet metal about 4" to the right of the existing hole. This is to allow the cable to meet up correctly with the carburetor linkage.
13. Now attach the throttle cable to the linkage with the hardware provided in the kit.
14. Reconnect the electric choke wire to the new carburetor. On injected cars it will be necessary to run a 16 gauge wire with suitable connectors between the electric choke and the battery side of the coil (12V supply).
15. Reconnect the fuel line and vacuum lines. Replace the distributor and reconnect the battery. If a centrifugal advance distributor is being used, block off the vacuum outlet on the carburetor. This is found just above the idle enrichment screw and below the electric choke mechanism.
16. Lightly lubricate all moving parts on the linkage and then fit the new air cleaner by removing the studs from the top of the carburetor and using the 6mm bolts provided with the air cleaner.
17. Before starting up the engine, check that all parts have been correctly installed and tightened down. Also check the operation of the throttle cable and linkage making sure 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.
18. The engine can now be started, but it is very probable that some carburetor adjustments will have to be made. To do this, screw the idle adjustment screw on the carburetor linkage in or out until the engine idles at 900 to 1000 rpm. Now move to the idle enrichment screw on the base of the carburetor at the rear and screw it in until the engine begins to stall. Now back it off 1/4 of a turn. Go back to the idle adjustment screw and reset it so that the rpm are between 600 and 800.
19. The carburetor in this kit is jetted for stock sized engines to operate at altitudes of 0-3000 ft. If you live at a higher altitude, it is most likely that smaller sized main jets will be needed. If your engine has been significantly enlarged by boring or stroking, you may need to fit larger main jets for best results.





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 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.

