



## VW RABBIT, SCIROCCO EMPI EPC 32/36F OR WEBER DFV CARBURETOR KIT FITTING INSTRUCTIONS

1. Remove the fuel line from the stock Carburetor and plug it to prevent fuel spillage.
2. Remove the water lines from the manifold, then the distributor vacuum line from the Carburetor. Plug the water lines to prevent fluid loss and the vacuum line to prevent dirt from entering.
3. Take off the air cleaner and its adapter, then remove the stock Carburetor from the car having first disconnected the throttle cable.
4. Thoroughly clean off the surface of the manifold where the new Carburetor will be installed. If there is a lot of dirt around this area stuff a rag into the manifold intake prior to cleaning. This will prevent an excessive amount of dirt falling into the manifold.
5. Place the new gasket and Carburetor adapter on the manifold, making sure they are installed the right way around. If the curved surfaces inside the manifold match those of the gasket and adapter, you have got it right.
6. Secure the gasket and adapter to the manifold with the four 6mm nylon lock nuts provided.
7. Screw the four 8mm studs into the previously installed adapter plate.
8. The new Carburetor can now be installed onto the adapter plate. When correctly positioned the throttle linkage should face the drivers side fender well. Secure the Carburetor to the studs with the 8mm nuts and washers provided in the kit.
9. Position the air cleaner adapter and gasket on the Carburetor and secure them in position with the long bolts provided.
10. Install the angled cable bracket using the valve cover bolt nearest the throttle linkage on the Carburetor. The longer side of the bracket should lean towards the linkage.
11. Pass the throttle cable through the bracket and attach it to the throttle linkage on the Carburetor.
12. As the Carburetor in this kit uses an electric choke it is now necessary to loop the water supply of the old stock Carburetor back into the manifold with the hose provided.
13. Connect the electric choke to the battery side of the coil (12V Supply) with an appropriate length of 16 gauge wire and connectors.
14. Reconnect the fuel line and the distributor vacuum line to the Carburetor, then re-fit the air cleaner.
15. 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.
16. 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 one end 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 re-set it so that the rpm's are between 600 and 800.
17. 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.

