

Weber Downdraft Carburetor Kit Installation Instructions

Installation should only be attempted by a qualified mechanic or competent individual with some basic mechanical knowledge.

- Shut off gas and remove gas line from sediment bulb and carburetor.
- Remove choke rod, spring and sleeve.
- Remove original carburetor.
- Remove and separate intake and exhaust manifolds.
- Check exhaust manifold for flatness and cracks. Replace or resurface as necessary.
- Install new manifold gaskets with copper coat gasket compound. Copper clad gaskets are best but black composite will work.
- Install exhaust manifold and carburetor kit with original washers and nuts. **Be sure the exhaust manifold ears are the same thickness as the intake manifold ears.** DO NOT OVER-TIGHTEN the nuts, damage to the manifold will occur!
- Install a fuel pump and lines (not provided). Be sure to install fuel pump in correct flow direction. See note below.
- Install an inline fuel filter before the pump.
- If a choke is desired, a universal choke cable can be purchased separately.
- Connect throttle linkage with the 3/8" headed nut to the carburetor and the slide connection to the original linkage. Adjust linkage for full throttle action by turning each rod in the appropriate direction. Then tighten all jam nuts. **Most original throttle linkages will need to be bent back toward the floorboard for full throttle action.**

DO NOT TURN ANY SCREWS ON THE CARBURETOR!!

The idle set screw can be adjusted to change the idle speed. Any necessary adjustments should be made when the carburetor and engine are **fully warmed up**. The idle mixture screw is located at the base of the carburetor and should only be adjusted a quarter turn at a time when absolutely necessary. Always count the turns so it can be returned to the factory setting if needed.

Note:

When using a fuel pump, the Weber factory advises the use of a fuel pump with a pressure regulator for best performance. **Pressure should be 1.5 to 2.5 pounds**...excessive pressure will cause the needle and seat to leak and fuel will spill over. An excellent choice for fuel pumps are Carter/Napa part P60504 for 12 volt and P60430 for 6 volt.

Cast Iron Header Option:

When using a cast iron header the throttle lever arm that is closest to the exhaust header will need to be bent outward to clear. Use the small diameter washers that came with the header when mounting to the engine instead of the original cupped washers.

Tube Header Options:

The throttle linkage included in this kit is designed to be used with stock exhaust manifolds or cast iron headers. If a tube header is used some modifications to the linkage will have to be made. The best alternative is to activate the linkage above the header tubes. The original throttle linkage on the back of the engine needs to be modified. The following are two options and may or may not be the best alternative depending on the application. On some 28-29's a pin holds on the arm. Simply remove the pin and arm, reverse the arm and reinstall the pin. Some bending may be required. Always heat the arm to bend it. On 29-31 the shaft will have to be cut, reversed and welded using a sleeve over top the weld for support.

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