VW TYPE I AND EARLY TYPE II (THRU 1600CC)
EMPI EPC 32/36F OR WEBER DFV CARBURETOR KIT FITTING INSTRUCTIONS

NOTE: We recommend that a centrifugal advance distributor be used on the car to get the best results when using this Carb Kit.

1. While it is possible to install this kit with the engine in the car, you will find it a lot easier and more accessible if the engine is removed.

2. Remove the fan belt, loosen the generator/alternator strap and slide the unit towards the fan shroud. Undo the two side screws that hold the fan shroud to the cylinder head tin. If the engine is out of the car it may be easier to remove this complete assembly from the engine.

3. Remove the four 10mm bolts that hold the heat risers to the exhaust. Undo and remove the two 13mm nuts that hold down the #3 and #4 cylinder end casting. Loosen the clamps on the boots that attach the end casting to the manifold. Remove the bolt that holds the center section to the top of the engine case. Repeat the process on the end casting of #1 and #2 cylinders and then lift off the complete center section.

4. Put some rags or paper towels down the intake ports to prevent dirt or small parts from entering. Thoroughly scrape off and clean the surfaces of the end castings and intake ports. Now remove the rags or paper towels before reassembly.

5. Using a new gasket, lightly greased on either side to ensure a good seal, re-fit the #1 and #2 end casting then install the new manifold center section. At this stage it may be necessary to trim a small piece off the manifold tubing as this is left slightly on the long side so that it will fit longer stoke engines. Repeat the above process on the #3 and #4 end casting. Re-fit the heat risers to the exhaust. Replace the fan shroud in its original position. Check that all connections are tightened down and secure.

6. Install the three studs in the kit on the intake manifold. The left rear hole should be left blank at this stage. Remove the rear bolt from the fuel pump and install the bracket between this bolt and the blank hole on the manifold. Use the long bolt provided to secure the bracket to the manifold. This bracket helps steady the manifold and prevents too much vibration.

7. Remove the existing throttle lever on the side of the Carburetor and replace it with the new lever supplied in the kit. Do not over tighten on the throttle shaft or damage to the carburetor may result.

8. Install the Carburetor on the manifold with the choke facing the fan shroud. Check for the clearance of the choke to the fan shroud. This should be at least 1/8". Hook up the throttle cable and the fuel line. 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.

9. Reconnect the electric choke wire to the new Carburetor. 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.

10. Before starting up 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 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.

11. 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 under the choke mechanism. 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.

12. 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.

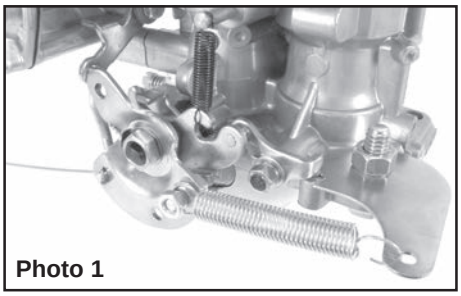
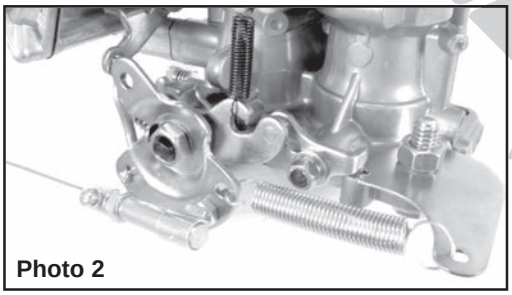


Photo 1



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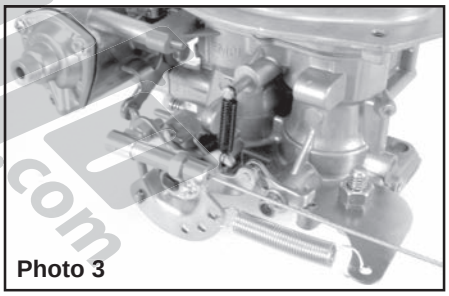

Photo 3

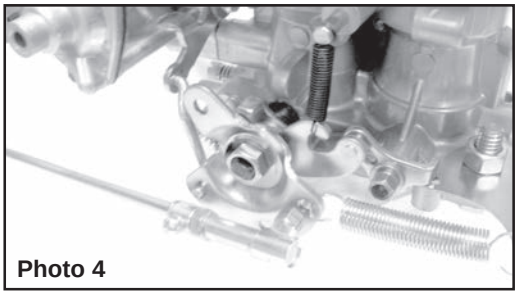

Photo 4

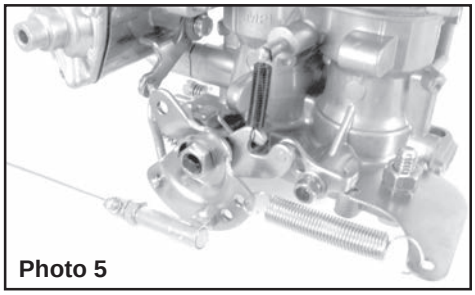

Photo 5