

WEBER

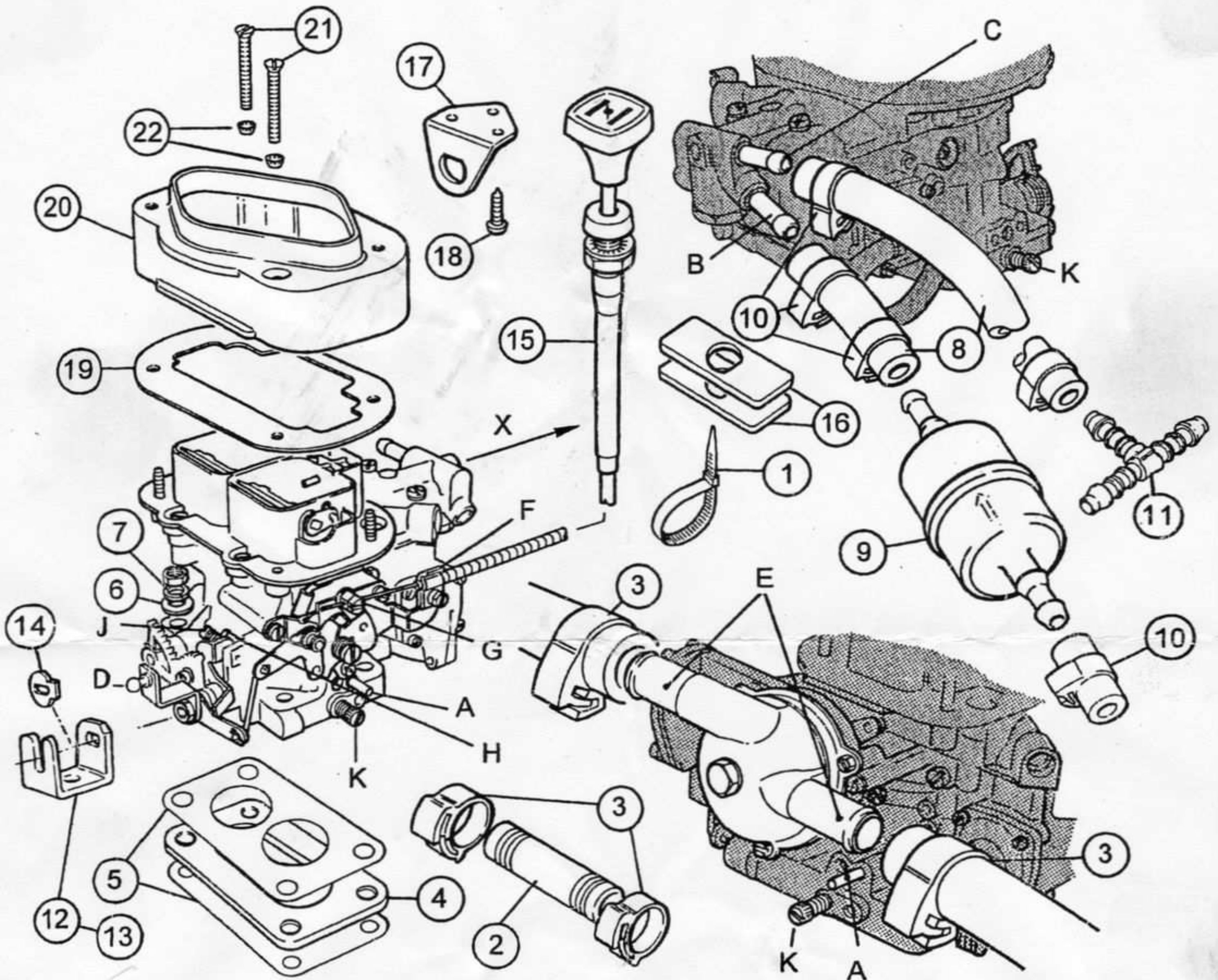
CARBURETTORS

Ford Granada
2.3 V6 1977-1986

Automatic choke - Kit No. 18930912

Manual choke - Kit No. 18930915

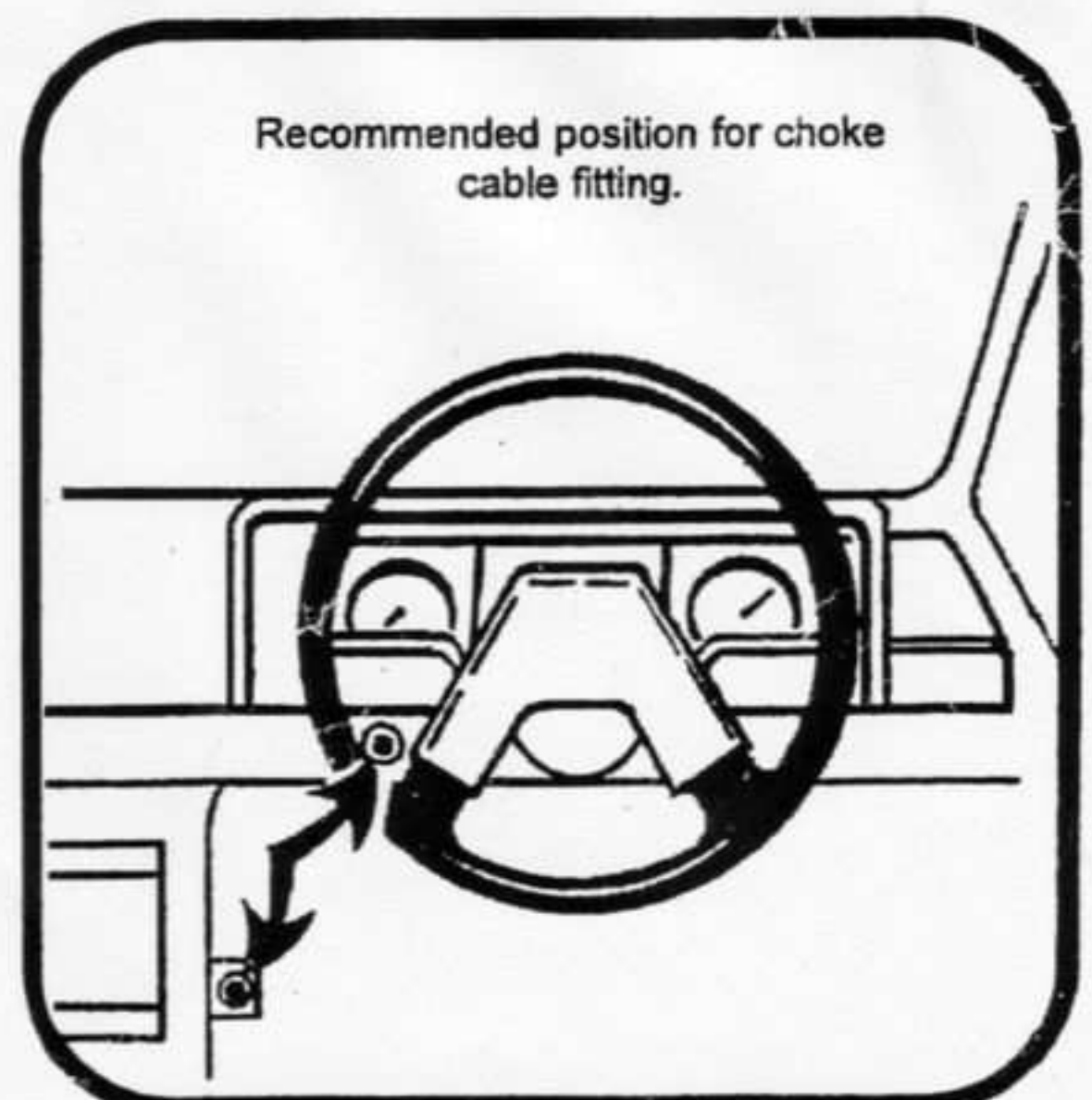
Replaces Solex 35 EEIT



SPARE PARTS

PART NO.	DESCRIPTION	QTY	DRG. NO.
99900334	Nylon Tie (190mm)	4	1
99900420	Connector (Water Hose)	1	2
99900434	Hose Clip (21mm)	2	3
99900357	Insulator Block	1	4
99900358	Face Gasket	3	5
99900060	M8 Plain Washer	4	6
99904506	M8 Spring Washer	4	7
99900019	Fuel Hose (600mm)	2	8
99900062	Fuel Filter	1	9
99900292	Fuel Hose Clip	8	10
99900412	Fuel Line 'T' Piece Connector	1	11
45039207	Throttle Lever	1	12
99901447	Throttle Lever	1	13
55520002	Lock Tab	1	14
99900874	Choke Cable*	1	15
99900814	Mounting Plate (Choke Cable)*	2	16
99900786	Mounting Bracket (Choke Cable)*	1	17
99900059	No.10 x 5/8" Screws*	3	18
99900315	Air Filter Adaptor Gasket	1	19
99900271	Air Filter Adaptor Casting	1	20
99900311	M5 Screws	2	21
99900312	M5 Lock Washers	2	22

* Supplied only in Kit No. 18930915



August 1997 / FL0159

AIR FILTER REMOVAL

- Undo the two larger pozidrive screws located centrally on the top cover, and retain for the new installation.
- Disconnect the engine breather pipe at the connection to the underside of the air filter (*certain models only*).
- Disconnect the vacuum pipe leading from the air filter thermo switch at the connection to the carburettor, then lift clear the complete air filter assembly.

THROTTLE LINKAGE DISCONNECTION

- Disconnect the throttle linkage from the carburettor throttle lever and retain the spring clip.

ELECTRICAL DISCONNECTION

(Vehicles fitted with an electrically heated automatic choke only)

- Disconnect the electrical feed wire at the connection to the automatic choke housing, insulate and secure this LIVE wire safely out of the way using one of the cable ties (1) provided.

AUTOMATIC CHOKE DISCONNECTION

Vehicles fitted with a water heated automatic choke only

- Allow the engine to cool, then carefully release any remaining pressure from the cooling system, by momentarily releasing the radiator expansion bottle cap.
- Disconnect the supply and return hoses from the carburettor automatic choke water housing.
- Manual choke conversion only (Kit No. 18930915)** Join the supply and return hoses together using the connector (2) and the two 21 mm clips (3) provided.

DISTRIBUTOR VACUUM ADVANCE DISCONNECTION

- Disconnect the vacuum advance pipe leading from the distributor at the connection to the carburettor.

FUEL LINE DISCONNECTION

- For vehicles fitted with a fuel return line from the carburettor** Disconnect the fuel supply line to the carburettor at the connection to the fuel pump outlet pipe.
- Disconnect the fuel return line from the connection to the carburettor.
- For vehicles without a fuel return from the carburettor** Disconnect the fuel supply line to the carburettor at the connection to the fuel pressure return valve located on the inner wing.

CARBURETTOR REMOVAL

- Undo and remove the four carburettor flange securing nuts and washers, then remove the complete carburettor assembly.
- Remove the original insulator block and face gaskets above the diffuser plate on the manifold, clean any remaining gasket material from the face of the diffuser plate.

CARBURETTOR FITTING

- Place the new insulator block (4) supplied onto the manifold studs with the two face gaskets (3) provided, as shown on the illustration.

N.B. A third face gasket (5) is provided should the diffuser plate to inlet manifold joint be disturbed whilst removing the carburettor or insulator block. Ensure all mating faces are clean before reassembly.

- Connect the vacuum advance pipe leading from the distributor to tube 'A' on the new WEBER carburettor before lowering into position on the inlet manifold studs, arrow 'X' indicates the front of the vehicle as shown on the illustration. Secure the carburettor using the original nuts and the new plain and spring washers (6) and (7) provided.

FUEL LINE CONNECTION

- Cut 4" (100mm) from one of the two fuel hoses (8) supplied, and use this section to connect the fuel filter (9) outlet pipe, to the carburettor fuel inlet pipe 'B', secure using two of the hose clips (10) provided.
- For vehicles originally with a fuel return from the carburettor** Connect the remaining section of fuel hose (8) to the fuel filter (9) inlet pipe and the fuel pump outlet pipe, secure using two hose clips (10).
- Connect the original fuel return hose to the carburettor return pipe 'C' and secure using one of the hose clips (10).
- For vehicles originally without a fuel return from the carburettor** Connect the remaining section of fuel hose (8) to the fuel filter (9) inlet pipe and the outlet pipe of the regulator unit on the inner wing and secure using two hose (10).
- Connect the second 2ft (600mm) length of fuel line (8) supplied, to the fuel return pipe 'C' on the carburettor. Then connect the new fuel return line (8) using the 'T' piece (11) supplied, into the original fuel return line which leads from the regulator unit on the inner wing back to the fuel tank. Secure all pipe connections with the remaining hose clips (10).

i.B. (All models) Secure all fuel lines safely to the power steering bracket using one of the cable ties (1) provided.

THROTTLE LINKAGE CONNECTION

For models fitted with a ball socket connecting rod Reconnect the connecting rod to the carburettor throttle lever 'D', and secure using the original clip. Certain models may require the throttle lever removing then refitting 180 degrees from the original position

For models fitted with an accelerator cable cam and activating rod Remove the throttle lever 'D' and replace it with the correct alternative lever (12) or (13) fitted as shown in the illustration. Secure with the original nut using the new lock tab (14) provided.

Engage the actuating rod with the throttle lever and secure using the original spring clip.

i.B. On automatic transmission vehicles the kick down adjustment should be checked and reset as necessary to the manufacturers instructions.

IMPORTANT: (All models) Check the throttle operation before starting or road testing the vehicle.

For vehicles originally fitted with an electrically operated choke Allow the engine to cool, then carefully release any remaining pressure from the cooling system, by momentarily releasing the radiator expansion bottle cap.

- Align the water heater hose(s) to the water housing 'E' on the carburettor and cut as necessary. Connect and secure the hoses to the housing using the two large clips (3) provided.
- A small amount of coolant may be lost, but if the operation is carried out as described, it should not be necessary to drain the cooling system. Replace any lost coolant.
- Secure both sections of the water hose using the remaining two nylon ties (1) supplied.

CHOKE CABLE INSTALLATION (Kit No. 18930915)

The choke cable (15) supplied, utilizes a threaded front bezel to assist installation, where it is preferred to mount the choke cable either in a suitable blank location on the centre console, or underneath the fascia to the left of the steering wheel.

- Completely remove the inner choke cable and bezel from the outer cable
- Insert the choke cable mounting sleeve into the mounting position from the rear of the fascia, where applicable utilize the two mounting plates (16) provided. Adjust the rear fixing nut so that approximately 4mm of thread protrudes through the fascia. Refit the bezel and secure the assembly with a 6mm allen key.
- Alternatively the choke cable (15) may be mounted in a convenient position below the fascia using the mounting bracket (17), and screws (18) provided.
- Route the choke cable behind the fascia and through the bulkhead utilizing any suitable vacant grommet and avoiding tight bends.
- Align the choke cable to the outer cable anchor point 'F' on the carburettor, then allowing for engine movement cut the cable and secure to the anchor point.
- Refit the inner choke cable and connect to the actuating lever 'G' on the carburettor, then cut any excess inner cable.
- Check the choke for smooth operation and complete return.

AIR FILTER ADAPTOR/ASSEMBLY FITTING

- Place the air filter adaptor gasket (19) supplied on top of the WEBER carburettor, then fit the new air filter adaptor (20) supplied, and secure using the two countersunk screws (21) and lock washers (22) provided.
- Reconnect the vacuum pipe leading from the air filter thermo switch to tube 'H' on the carburettor before lowering the air filter assembly into position on the adaptor (20).
- Secure the air filter in position using the original retaining screws.
- Reconnect the engine breather pipe to the underside of the air filter assembly, (*certain models only*).

STARTING PROCEDURE AND IDLE MIXTURE ADJUSTMENTS

- Reconnect the battery earth terminal.
 - For manual choke installation (Kit No. 18930915)** Pull the choke knob fully out, turn the key to crank and start the engine, then push in the choke knob to maintain approximately 1200 RPM until normal working temperature is attained, and the choke can be fully returned.
 - For automatic choke installation (Kit No. 18930912)** Depress the throttle once then release to engage the carburettor automatic choke. Turn the key to crank and start the engine. Slightly depress the throttle occasionally during warm up to allow the automatic choke to disengage as the temperature of the engine increases.
- N.B.** The throttle will return fully to the idle stop screw 'J' when normal operating temperature has been reached.
- For all models** Set the engine idle speed to approximately 1000 RPM by adjusting the idle stop screw 'J'.
 - Adjust both idle mixture screws 'K' by equal amounts, to obtain the highest engine speed.
 - Repeat the last two operations (c and d) so that the highest attainable engine speed by adjusting the two mixture screws 'K' (equally) is 1000 RPM.
 - The final adjustments should be made by turning both mixture screws 'K' approximately a half turn clockwise to weaken the mixture and so obtain the emission value of C.O. 1.0-2.0% vol. The engine idle speed should now stabilize at 850-950 RPM.

IMPORTANT: In order to achieve the maximum benefit from your new WEBER carburettor, we advise that the condition of the engine be checked for specification, and replace service items where necessary. Where varying engine conditions exist some individual calibration/adjustment may be necessary.

Should you experience any difficulties regarding the application of this kit please contact your nearest WEBER dealer.

As our policy is for continual improvement we reserve the right to alter specifications without prior notice.

Please complete and return the free post registration card provided with this conversion kit.

CALIBRATION

Ford Granada 2.3 V6

Carburettor 38 DGAS (Kit No.18930912) / 38 DGMS (Kit No.18930915)

	Primary	Part No.
Main jet	135	73810135
Air corrector	185	77201185
Emulsion tube	F50	61440216
Idle jet	50	74403050
Pump jet	55	76212055
Pump back bleed	45	
Float level (without gasket) 40mm		