WEBER CARBURETOR CONVERSION KIT INSTALLATION GUIDE

PART # WK050, WK055, WK055-34, WK054, WK054-34, WK054M

THESE KITS FIT THE FOLLOWING APPLICATIONS:

WK050, WK055 & WK055-34 fit: MGB 1963-1980, MGA 1955-1962

WK054, WK054-34 & WK054M fit: MG Midget MKIV 1500, Triumph Spitfire 1500 & 1300

Thank you for purchasing a Weber carburetor conversion kit. Our kits are designed to unleash the performance potential of your engine but not at the cost of reliability and fuel Efficiency.

This installation guide covers vehicle preparation, old carburetor removal, carburetor installation, and new carburetor adjustments. A trouble-shooting guide is supplied if needed.

Any items in BOLD FACE TYPE or with a ✋ next to it, Please pay extra attention to. This will help to ensure an error free installation with optimal vehicle operation.

THIS CARBURETOR CONVERSION KIT INCLUDES:

A NEW 32/36 DGEV CARBURETOR(WK054, WK055)
A NEW 32/36 DGV CARBURETOR (WK050,WK054M)
A NEW 34DGEC CARBURETOR (WK054-34)
INTAKE MANIFOLD
HARDWARE KIT
CHROME AIR CLEANER

The Following is a List of the Tools that will be needed to install this conversion kit:	The Following is a list of supplies that are needed to install this conversion kit:	The Following is a list of optional items that are very helpful in installing this conversion kit:
• Metric Socket and Wrench Set • Metric Allen Key Set • Screwdrivers • Pliers (needle nose) • Gasket Scraper • Wire Brush	• Carburetor Cleaner • Clean Rags • Engine Cleaner • Aluminum Foil • Tags (these are needed to label hoses etc.)	• Vacuum Gauge/ Tester • Fuel Pressure Gauge/ Tester • Flashlight • Magnet • Vehicle Shop Manual

Legal in California only on racing vehicles which may never be driven on a highway.

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FOR SAFETY PURPOSES:

- **USE CLAMPS ON ALL FUEL HOSES.**
- **DO NOT USE GASKET SEALERS, USE GASKETS PROVIDED.**
- **WHEN REMOVING OLD CARBURETOR LABEL ALL HOSES AND WIRES.**
- **IF NECESSARY CLEAN ENGINE BEFORE INSTALLATION.**
- **USE LOCTITE ON HARDWARE INSIDE AIR CLEANER AND INTAKE MANIFOLD STUDS.**
- **IF REWIRING IS NEEDED ALWAYS USE AN INSULATED CONNECTOR OR TAP.**
- **NEVER ALLOW DIRT IN THE CARBURETOR.**
- **DO NOT OVERTIGHTEN JETS OR THROTTLE LINKAGE.**
- **NEVER OPERATE THE ENGINE WITHOUT A FUEL FILTER.**
- **DO NOT ALLOW FUEL TO SPILL OR LEAK.**
- **BECAREFUL NOT TO CUT OR DENT THE ALUMINUM GASKET SURFACES OF THE INTAKE MANIFOLD OR CARBURETOR.**
- **ALWAYS WEAR EYE PROTECTION.**

This section should be completed before you install this Weber Conversion Kit.

- Please make sure that the Parts were not damaged in shipment.
- Please check the contents of the kit against the list on page 1.
- If any parts were missing or the parts were damaged in shipping please contact your Weber Dealer.
- Verify that your vehicle had a recent tune up and you do not have any other mechanical problems. The Weber Carburetor can not fix engine, and ignition problems.
- Weber Carburetors require 3.5 p.s.i. of Fuel pressure. If your fuel pressure is more than 3.5 p.s.i, obtain a Fuel Pressure Regulator from your Weber Dealer.
- Weber Carburetors are preset at the Factory. Only make adjustments to the carburetor after the installation, and running the vehicle for the first time. After the carburetor is installed record the factory settings if needed in the future.
- Please save your sales receipt and all carburetor documentation for future use.

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REMOVAL OF OLD CARBURETOR

- Remove the Battery's negative cable.
- Take off the original Air Cleaner Assembly.
- Remove the Fuel Supply hose that is attached to the carburetor and label it.
- Remove the Fuel Return hose and plug it.
- Remove and label the vacuum hoses connected to the carburetor.
- Please refer to your vehicles shop manual for the removal of the original intake manifold.
- Install intake manifold included in the kit and tighten to specified torque settings in your vehicles shop manual
- When installing the intake manifold, it may be necessary to have to file the manifold mounting flange slightly where the bolts are installed. This is normal. We have left more material in this area because of different flange configurations when using stock exhaust manifolds and headers.
- Attach water outlet to the bottom of the intake manifold (if applicable) and install water hoses to the intake. Heater hose is included with the kit. This carburetor conversion kit will not work properly if there is no hot water running through the intake.

CARBURETOR INSTALLATION

- **Install the Carburetor on the four mounting studs. Using criss-cross pattern tighten evenly.**
  DO NOT OVERTIGHTEN
- Install throttle cable into the bracket but do not tighten the cable all the way.
- Take the throttle cable and cut the lug off of the end. Cut as close to the lug as possible
- Take the throttle stop and clip and install on the throttle lever that is on the carburetor (see picture)
- With an assistant in the vehicle, depress the accelerator and adjust until lyou achieve full throttle. Once full throttle is achieved, tighten the screw in the cable stop and throttle cable in the throttle cable bracket.
- Locate the fuel inlet pipe (see picture) on the carburetor and connect the supply line to it using the fuel line and clamps supplied.
- Locate the vacuum advance hose and connect it to the vacuum advance port on the carburetor. (see picture)
- If your vehicle has power assisted brakes, remove black plug in intake manifold, and from your old intake manifold install the power brake fitting into the new intake manifold.
- Locate any open vacuum ports and hoses and plub them. Using the supplied vacuum caps. (check local laws)
- Connect the original electrical connector for the electric choke.
- At this point, make sure that all hose clamps are tightened and that all of the electrical connectors are connected and insulated.
- On manual choke kits, connect original choke cable

WEBER CARBURETOR CONVERSION KIT INSTALLATION GUIDE

WEBER CARBURETOR INSTALLATION (continued)

- Crank Engine without starting and check for fuel leaks.
  DO NOT GO ANY FURTHER WITHOUT INSPECTING AND FIXING

- Remove Air cleaner from packaging. Connect breather tube to air filter base then bolt air filter base to carburetor using the four screws provided.

- Attach the breather hose from the valve cover to the air cleaner.

- Put the air filter element on the air filter base and attach the air cleaner top with the 4 clips provided.

- To check the clearance between the hood and air filter, place some crumpled up aluminum on the air cleaner top and slowly lower the hood and check clearance.

CARBURETOR ADJUSTMENTS (see pictures for identification of components)

- Only make the adjustments discussed here if necessary.

- To set the idle speed make sure that the engine is warm, set the speed to the vehicle manufacturer's setting. To raise the speed turn the idle screw (clockwise) in and to lower the speed turn the speed screw (counter clockwise) out.

- To set the idle mixture turn the idle mixture screw in slowly (clockwise) counting the amount of turns you make until the idle speed drops off. Turn the screw out (counter clockwise) counting the turns until the idle drops off again. Turn the screw now back in half the distance that you turned out. Now the mixture is set.

- To set the fast idle make sure that the engine is cold. Press the accelerator pedal to the floor and let go. Start the engine (do not touch the accelerator pedal once you touch the accelerator after the engine is running the fast idle cam is disengaged. The engine should be revving between 1200 and 1500 Rpm's. Turn off the engine. To adjust the fast idle speed turn the fast idle screw in (clockwise) to increase engine RPM, to decrease engine RPM turn the fast idle screw out (counterclockwise) Do not touch the accelerator and restart engine to check RPM.

- The choke is Factory set. To adjust make sure that the engine is cool (below 68F) Turn the throttle linkage all the way to set the choke. The plates should be closed. Make a mark on the plastic choke cap and the carburetor where the two surfaces meet. Loosen the three screws one turn. Hold the throttle about one third open and start twisting the thermostat cap (counter clockwise) until the choke plates fully close, then slowly turn the cap 1/8" (you should feel the spring tension in the choke tightening). Retighten the three screws (do not over tighten). You may now have to go back and check the fast idle speed and adjust if necessary.

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TROUBLE SHOOTING GUIDE

In order to properly trouble shoot any suspected carburetor problems please double check the following:

Please read through the Weber Carburetor Installation section. Go over any item that has BOLD **FACE TYPE** Or has a  next to it.

If the vehicle will not start please check the following:

Check that the fuel pump is functioning properly. Check with pressure gauge.

Make sure that the ignition system is functioning properly.

If the engine idles too fast or too slow or stalls please check the following:

Make sure that you have no vacuum leaks. You should check all engine vacuum line connections and at the carburetor base (including the adapter plates).

Check all Carburetor adjustments. Idle mixture, idle speed, and fast idle. In this order.

If the engine idles fine but acts as if it is running out of fuel when driving please check the following:

If new fuel filter was not installed install one now. The old fuel filter may be clogged.

Check that the fuel pump is functioning properly. Check with pressure gauge.

Check all fuel lines. Make sure that the lines are not pinched or kinked.

Check that the vehicle has not run out of gas.

Check the fuel tank venting system. (Refer to vehicle shop manual)

If the engine runs rough or sounds like it is missing at idle please check the following:

Make sure that you have no vacuum leaks. You should check all engine vacuum line connections and at the carburetor base (including the adapter plates).

Check the idle mixture adjustment.

If you were not able to correct the problem with the information provided above contact your Weber Dealer .

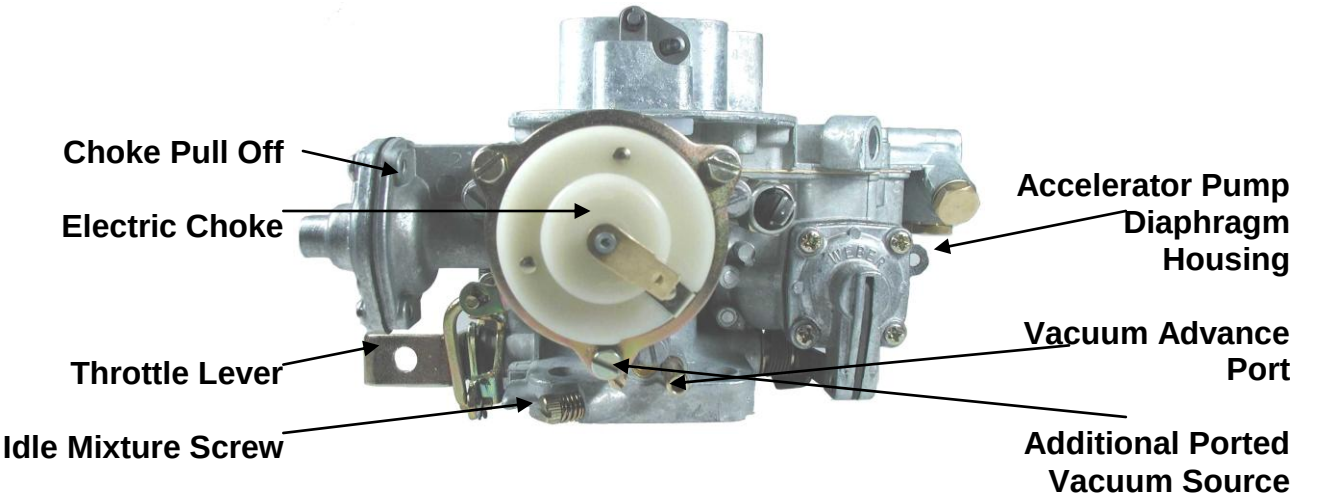
 **Also please remember that any additional engine modifications such as Headers, Hi Performance camshafts, free flow exhaust systems may require that the carburetor be recalibrate.**

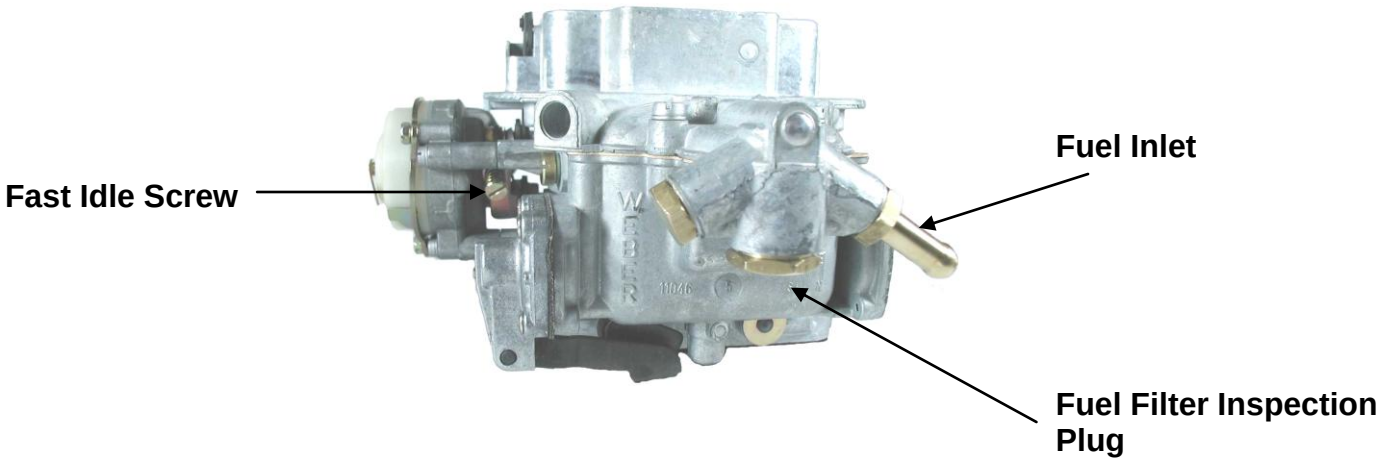
If this is the case please contact your Weber Dealer .

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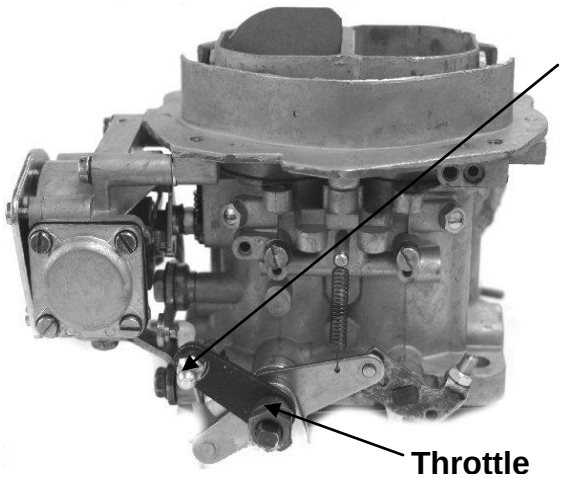
CARBURETOR MODEL 32/36 DGEV

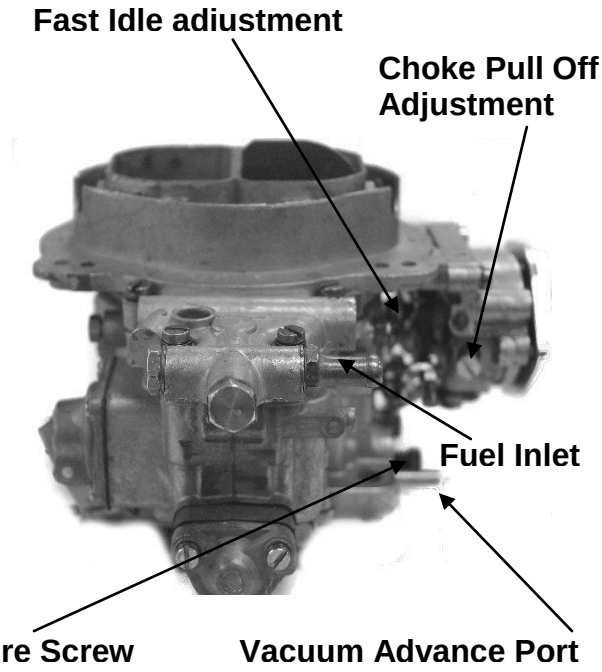




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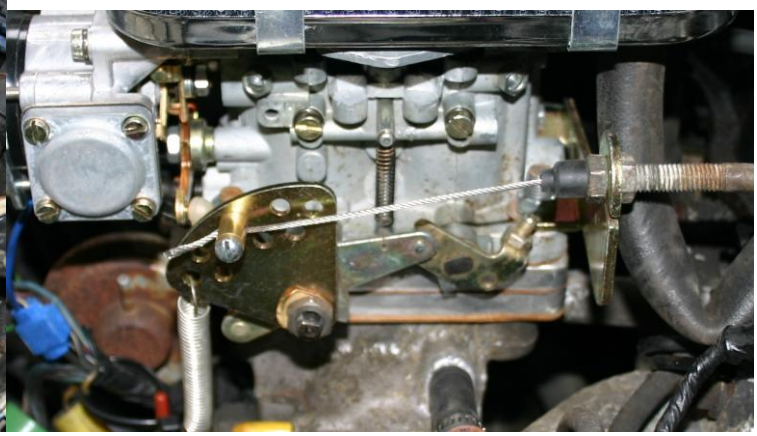
34 DGEC CARBURETOR







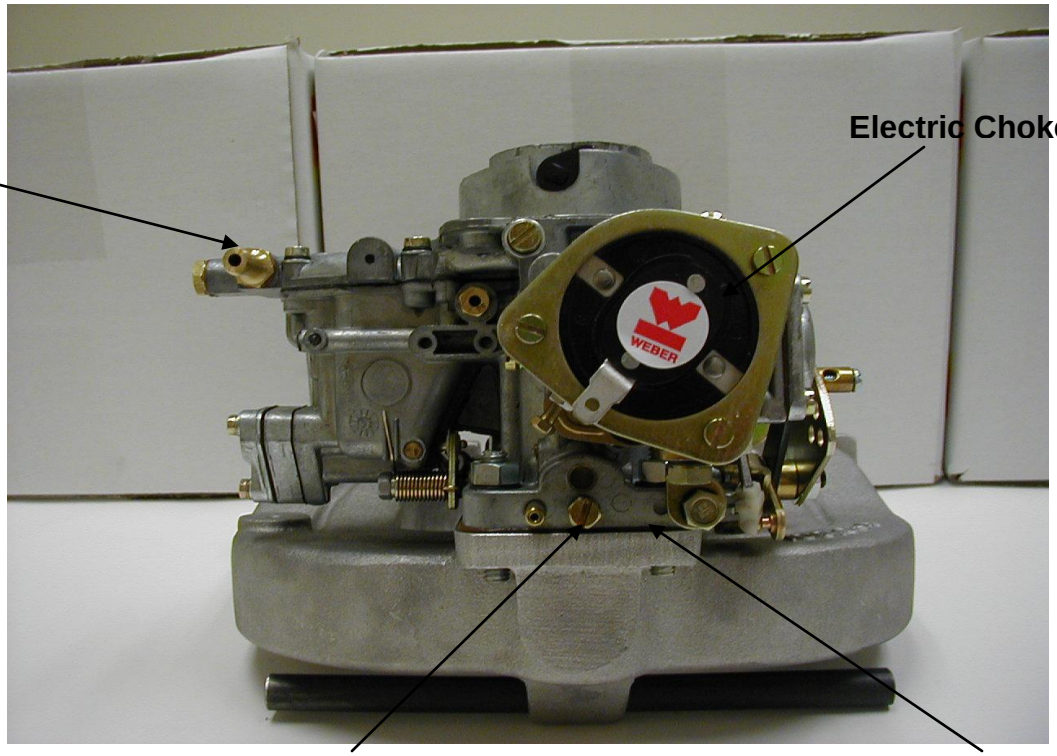
Installation Views on Vehicle

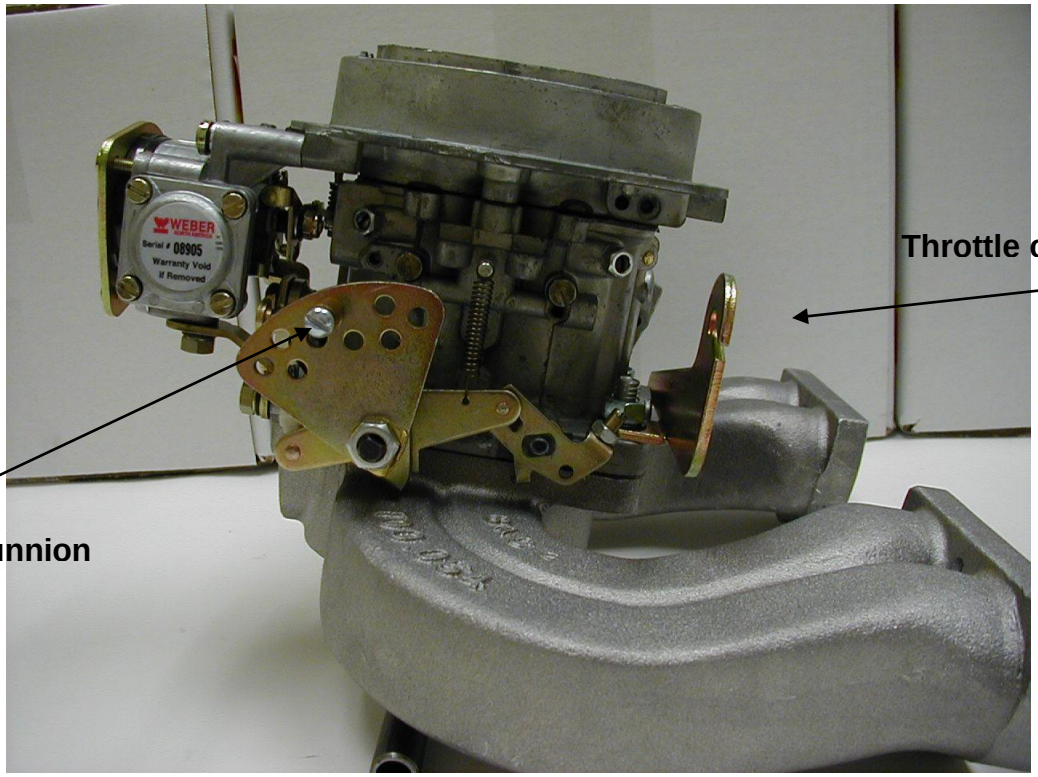


Linkage installation shown

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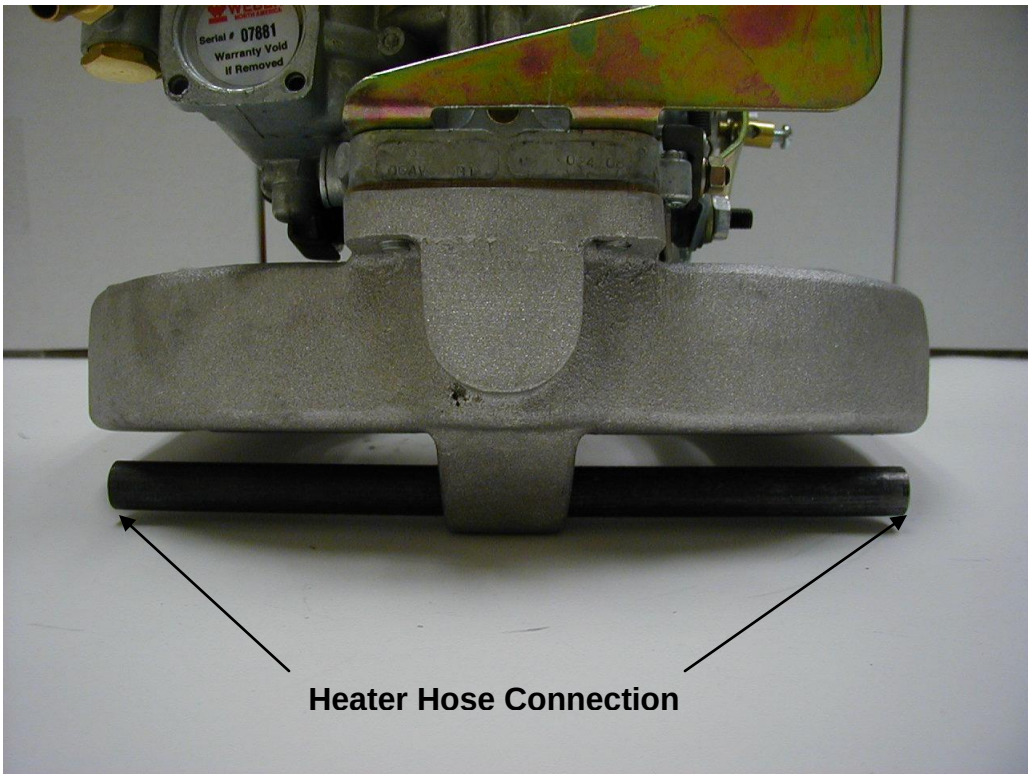
34 DGEC CARBURETOR

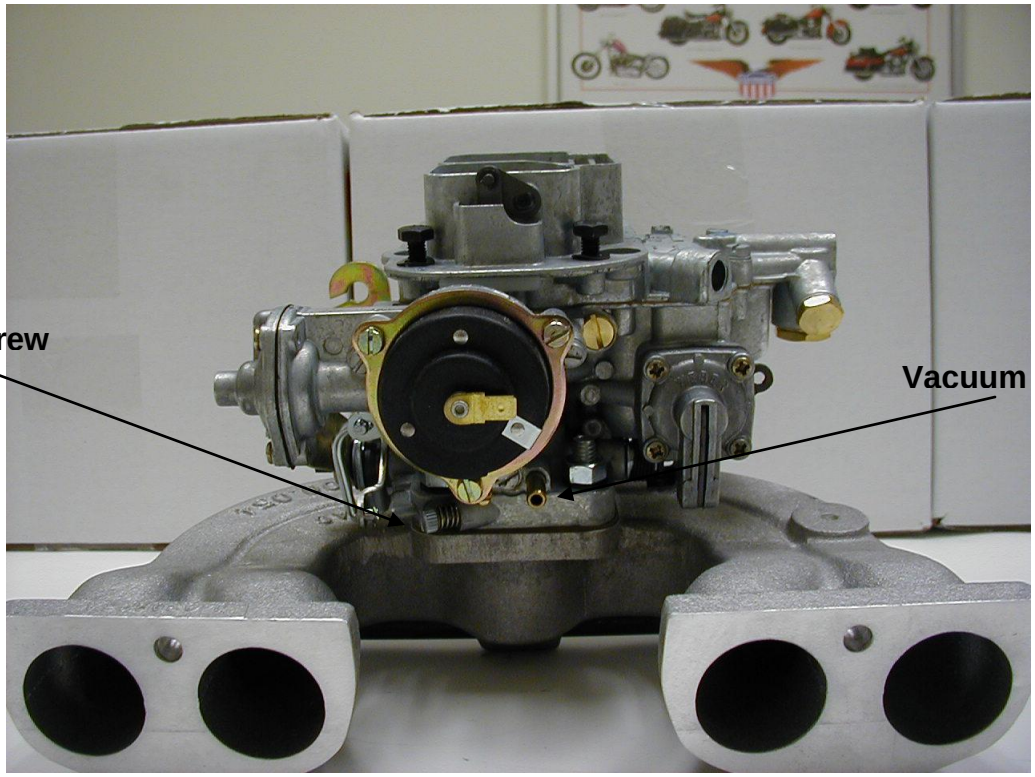




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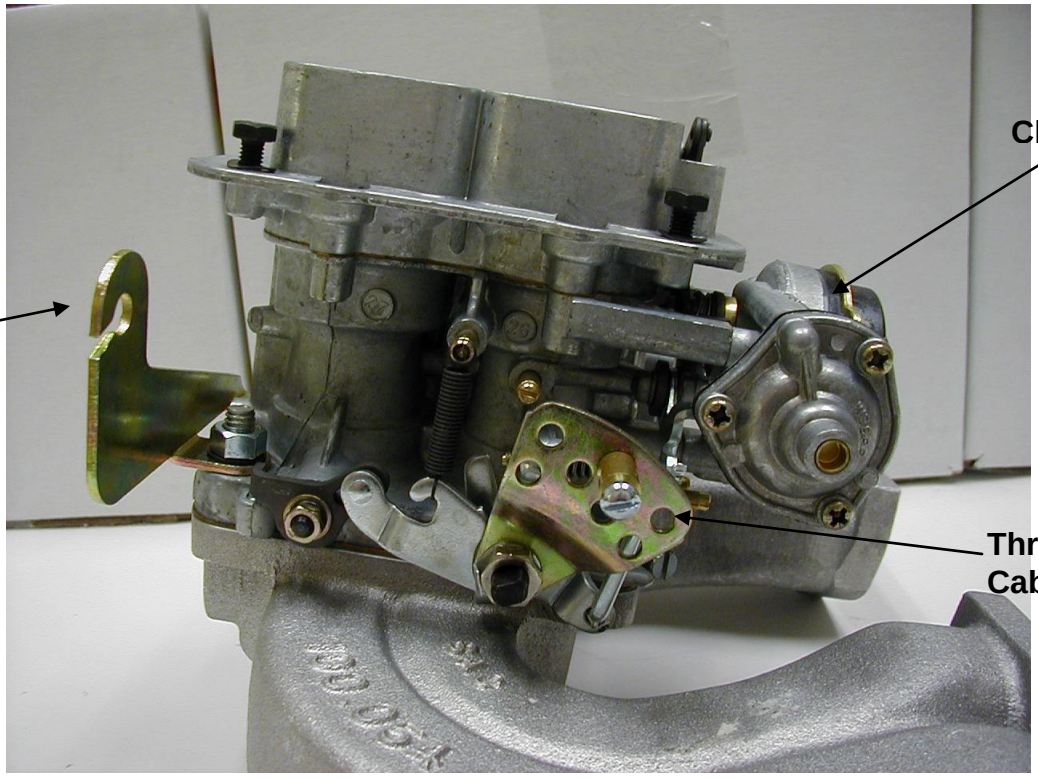
32/36 DGV/DGEV

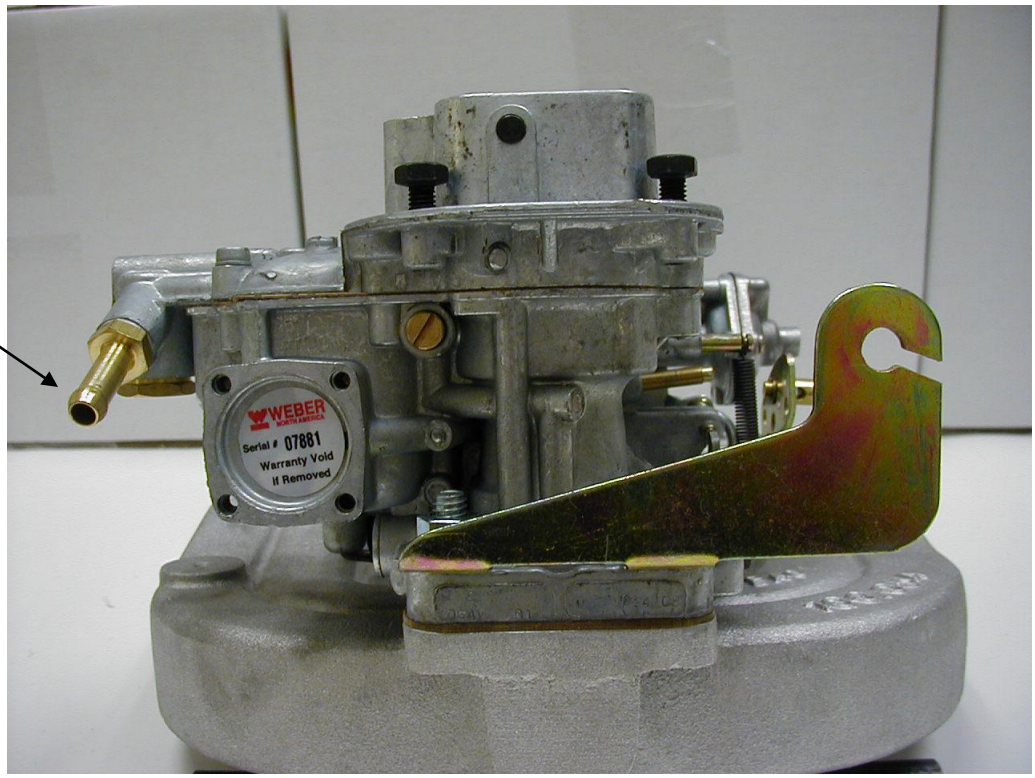




WEBER CARBURETOR CONVERSION KIT INSTALLATION GUIDE

32/36 DGV/DGEV





CHOKE CABLE INSTALLATION GUIDE

Please read before drilling any holes in the firewall or dashboard.

1) Disconnect negative side of battery

2) Make sure there are no electrical wires, coolant and/or air conditioning hoses on either side of firewall or dashboard.

3) You will need a 3/16 drill bit to drill hole in the firewall and an 11/32 drill bit to drill the hole in the dashboard.

4) You will need a hacksaw or cut off wheel to cut the outer sheathing on the choke cable.

NOTE: Do not use tin snips or cutting pliers this will damage the outer sheathing of the choke cable.

5) Find an appropriate place in the firewall to drill a 3/16 orifice, without causing cable to make any sharp bends to the carburetor. Sharp bends will cause cable to bind and not work properly.

6) Drill an 11/32 hole in dashboard for the pull knob of the choke cable to be installed.

7) Install choke cable through the dashboard and firewall to the carburetor. Connect cable to the carb as shown in picture below. Mark the outer sheathing of the cable (this is where it will be cut). Pull inner cable from the outer sheathing and cut appropriately with either a hacksaw or cut off wheel.

Remember using tin snips or cutting pliers will damage the cable.

8) Install cable on the carburetor. Operate cable manually from inside the vehicle for smooth and proper operation.

