

WEBER **CARBURETTORS**

FORD 1.6 CVH
ESCORT/ORION/XR2
KIT NO. 22670978
Manual Trans 1986 on.

DISCONNECT THE BATTERY EARTH TERMINAL

AIR FILTER REMOVAL

- Disconnect the engine breather capsule from the underside of the air filter, adjacent to the throttle connection.
- Disconnect the small red vacuum pipe leading to the air filter from the connection to the inlet manifold.
- Disconnect the intake ducting hoses.
- Remove the air filter by undoing the three fixing screws located in the centre of the top cover.
- Lift clear the complete air filter assembly.

AUTOMATIC CHOKE WATER HOUSING REMOVAL

- Remove the water housing by removing the three small fixing screws from the carburettor.

THROTTLE CONNECTING ROD DISCONNECTION

- Disconnect the throttle connecting rod from the carburettor by removing the spring fixing clip.
- N.B.** Retain this clip as it will be required in the new installation.

VACUUM PIPE DISCONNECTIONS

- Disconnect the vacuum advance pipe from the rear of the carburettor (adjacent to the idle mixture screw).
- For vehicles with a vacuum pipe/capsule assembly connected to either a throttle jack diaphragm and/or low speed enrichment device disconnect from the carburettor and retain for use in the new installation

ELECTRICAL DISCONNECTION

- Disconnect the electrical feed wire from the carburettor.

FUEL LINE DISCONNECTIONS

- Disconnect the fuel feed and return line (certain vehicles only) from the carburettor, ensuring no damage occurs to the fuel lines.

CARBURETTOR REMOVAL

- Remove the four securing bolts located within the carburettor top air filter flange using the TORX screwdriver bit (1) supplied.
- Lift clear the complete carburettor assembly.
- Remove the carburettor insulator block and clean any remaining gasket from the inlet manifold face.

CARBURETTOR FITTING

- Inspect the original carburettor insulator block face gaskets and where necessary replace with the two new gaskets (2) provided.
- Place the insulator block onto the inlet manifold, then position the new WEBER carburettor on top of the block, ensuring that the fuel inlet pipe is pointing towards the front of the vehicle.
- Secure the new WEBER carburettor in position with the four original fixing screws, using the TORX screwdriver bit (1).

AUTOMATIC CHOKE WATER CONNECTION

- Allow the engine to cool, then carefully release any remaining pressure from the cooling system by removing, then refitting the radiator / expansion bottle cap.
 - Disconnect the two hoses from the original automatic choke water housing and connect to the choke water housing on the new WEBER carburettor. Secure the hose connections with the two new hose clips (3) provided.
- N.B.** A small amount of coolant may be lost, but if the operation is carried out by the method described, it should not be necessary to drain the cooling system.

FUEL LINE CONNECTIONS

- Remove the original carburettor fuel supply line from the fuel pump.
- Connect the new fuel line (4) provided, to the fuel inlet pipe on the carburettor and the fuel pump outlet pipe. Use two of the fuel line clips (5) supplied.

- For vehicles which had a fuel return line connected to the original carburettor. Cut the new fuel line (4) halfway between the fuel pump and the fuel inlet pipe on the carburettor.
- Connect the two inline ends of the T piece (6) provided into the fuel line and secure using two of the clips (5).
- Connect the fuel return line which connected to the original carburettor to the end of the T piece (6) which contains the small brass restrictor. Secure in place using a clip (5) supplied.

THROTTLE CONNECTING ROD CONNECTION

- Remove connection rod bush, located in the accelerator cable bracket and replace with the new bush (7) provided.
- Reconnect the throttle connection rod to the carburettor throttle lever using the original spring clip.
- With the accelerator pedal in the full throttle position, adjust the accelerator outer cable adjuster so as to attain full throttle without stressing the linkage. Check that the throttle returns correctly to the idle position.

IMPORTANT: Check the throttle operation before starting or road testing the vehicle.

DISTRIBUTOR VACUUM ADVANCE PIPE CONNECTION

(Certain models only)

- Reconnect the vacuum advance pipe to the carburettor spark port (adjacent to the idle mixture screw).

THROTTLE DAMPER VACUUM PIPE CONNECTION

(Certain models only)

- Reconnect the vacuum pipe/capsule assembly from the original carburettor between the throttle jack diaphragm pipe (adjacent to the fuel inlet pipe) and the vacuum pipe adjacent to the idle mixture screw.

VEHICLES WITH NO VACUUM PIPE CONNECTIONS

Where vacuum pipes are not required on the new carburettor fit the rubber blanking caps (8) provided. If the original carburettor had a connection to a low vacuum enrichment device (which is not present on the new carburettor), then the vacuum source (i.e. at the inlet manifold) should be blocked with a rubber cap (8) supplied.

ELECTRICAL CONNECTIONS

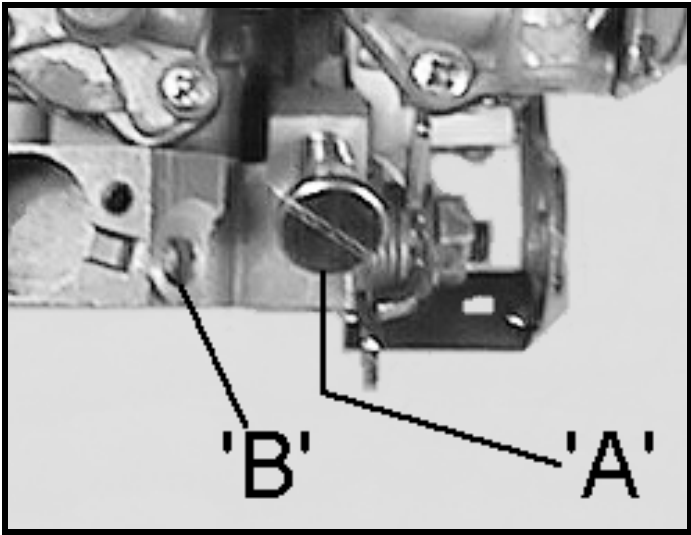
- Reconnect the electrical feed wire from the vehicle to the solenoid on the carburettor.

AIR FILTER FITTING

- Refit the original air filter rubber sealing ring to the carburettor.
- Refit the air filter assembly, taking care to reconnect the small red vacuum pipe which leads from the underside of the air filter to the inlet manifold connection. Secure the air filter in position using the original screws and washers.
- Reconnect the air filter intake pipe at the front of the car and secure with the original fixing.
- Reconnect the engine breather capsule on the underside of the air filter adjacent to the throttle connection.

STARTING PROCEDURE AND IDLE MIXTURE ADJUSTMENTS

- Reconnect the battery earth terminal.
- Depress and release the throttle pedal once to engage the carburettor automatic choke mechanism.
- Turn the key to crank and start the engine. As the engine warms up and the revs increase, depress the accelerator slightly to allow the automatic choke to disengage.
- Normal operating temperature is reached when the throttle lever has returned fully to the idle stop screw 'A'.
- Set the engine idle speed to approximately 850 RPM by adjusting the idle stop screw 'A'.
- Adjust the idle mixture screw 'B' to obtain the highest engine speed.



- g. Repeat the last two operations (c & d) as necessary so that the highest attainable engine speed by adjusting the mixture screw 'B' is 850 RPM.
- h. The final adjustment should be made by turning the mixture screw 'B' approximately half a turn clockwise to weaken the mixture and so obtain the emission value of C.O. 1.5 +/- 0.25% VOL. The engine idle speed should now stabilise at 800 RPM.

IMPORTANT: In order to achieve the maximum benefit from your new WEBER carburettor, we advise that the condition of your engine be checked. Also a routine engine tune is recommended, all settings to the manufacturers specifications and replace service items where necessary. Where varying engine conditions exist some individual calibration changes/adjustments 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 product registration card provided with this kit.

CALIBRATION

Ford 1.6 CVH
Manual transmission
Carburettor 28/32 TLDM

	Primary	Part No.	Secondary	Part No.
Main jet	116 + /-1	73801***	127 +3/-0	73801***
Air corrector	185	77201185	125	77201125
Emulsion tube	F105	61440***	F71	61440343
Idle jet	47	74414047	60	74414060
Pump jet	40	76426040		
Needle valve	190 +10/-15	79522***		
Float level (with gasket)	30,0mm +/-1,0mm			

SPARE PARTS

PART NO.	DESCRIPTION	QTY	ITEM NO.
99900933	TORX Screwdriver bit	1	1
99901185	Gasket	2	2
99900475	Water hose clip (size H)	2	3
99900019	Fuel line (12" long)	1	4
99900292	Fuel line clip (size D)	5	5
99901415	T piece connector (8-6-8)	1	6
99900339	Throttle rod bush	1	7
99901195	Rubber blanking cap	2	8