Weber 32/36 DFEV Baseline Settings

These two extracts from Redline Weber instructions help to get your 32/36 set correctly before fitting to the manifold. Figure A shows the correct throttle position to start from, looking up the primary barrel from the carburettor base you can ensure the enriching holes are covered, after this is done **do not change the position of the idle speed screw** all further adjustments are done using the idle mixture screw which changes the amount of air/fuel mixture entering the engine for tick over speed adjustment.

SPECIAL NOTE:

The following describes the importance of having the Throttle Plate(s) below the fuel enrichening progression holes that are drilled in the throat of the carburetor.

Weber Carburetor: 32 / 36 DFEV Progressive
Shown in Figure "A", the idle speed screw **IS NOT** turned in more than **1 ½ turns MAXIMUM.** The throttle plate (F) is below the enrichening progression holes (2), the carburetor would be at "curb" idle.
Also, there would be zero vacuum at the distributor "ported" vacuum source.

Shown in Figure "B", the idle speed screw **IS** more than the **1 ½ turns in MAXIMUM.** The throttle plate **IS** exposing the enrichening progression holes. Also, you would have vacuum at the distributor "ported" vacuum source. The extra fuel at curb idle, from the exposed enrichening holes, is 95% of the tuning problems we experience. The Idle Speed Screw **CAN NOT** be turned in more than **1 ½ turns MAXIMUM** or, you will experience a rich idle condition, a stumble off idle, "flooded" hard starting, "dieseling" or run on.

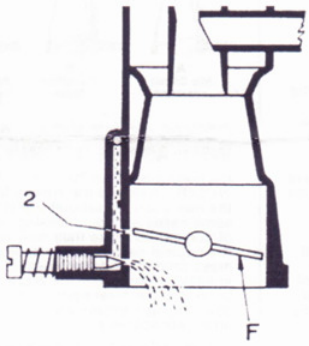


Figure A
Correct Throttle Position

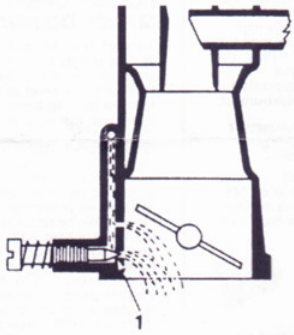
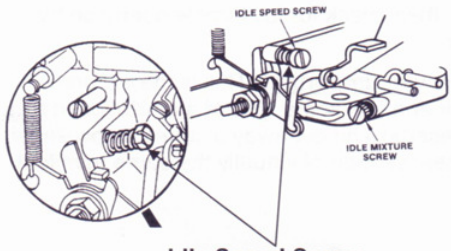


Figure B
Enrichening Holes **Exposed**

32/36 DFEV LOW SPEED CIRCUIT CALIBRATION



Idle Speed Screw

BASE LINE SETTINGS

Speed Screw **11/2 turns in MAX.**

Mixture Screw 1 1/4 to 1 3/4 turns

Final Settings:

Idle Speed Screw _____
Idle Mixture Screw _____

It is important to verify all linkage and levers are installed without binding and the linkage opens to full throttle and closes to the Idle Speed Screw. **The number one and two reasons for tuning errors are improper linkage installations and over tightened linkage nut, causing a binding in the linkage assembly.**

* All settings are done with engine warmed up so that the choke is fully opened and disengaged.