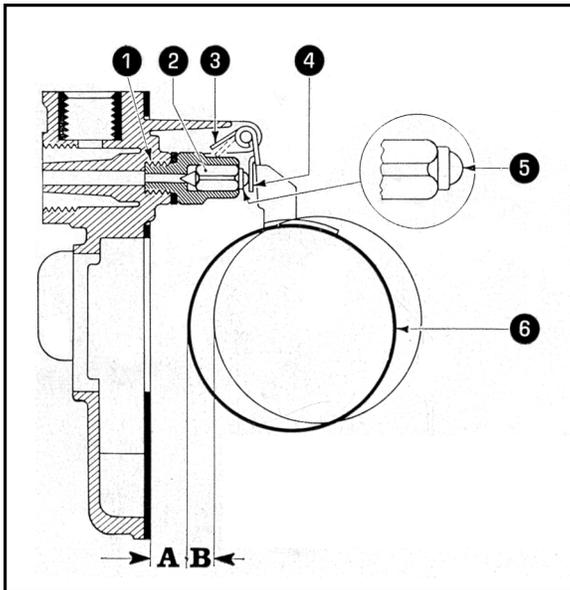


# centerline products

## WEBER DCOE CARBURETTOR SET-UP



The float level should be set by following the instructions below:

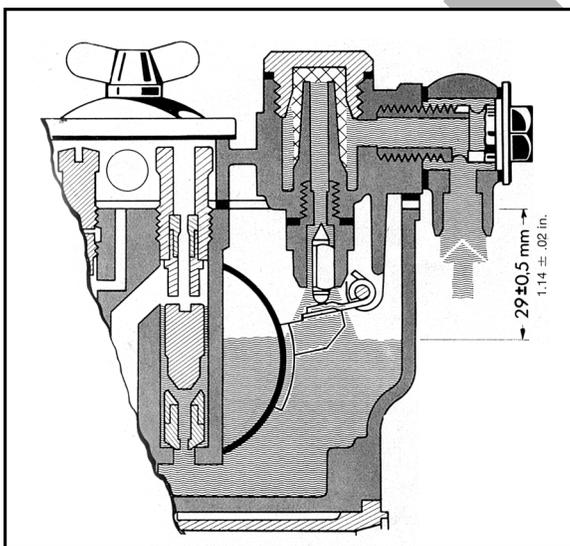
- Make sure the float is of the correct weight (**26 grs** - .9 oz.), that it is not leaking anywhere, and that it can rotate freely about the pivot pin.

**The weight of the float cannot be altered;** consequently, haphazard repairs (tinning, etc.) can impair the proper operation of the float itself.

- Check that the needle valve **1** is well screwed into the seating and that the spring loaded ball **5**, part of the needle **2**, is not jammed.
- Hold the carburettor cover in a vertical position as shown in the figure so that the float **6** does not depress the ball **5** mounted on the needle **2**.

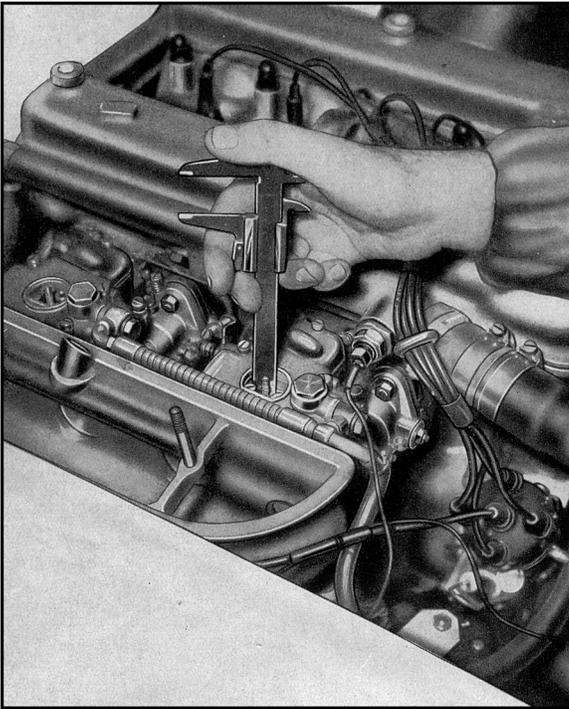
With the cover vertical and the float tongue **4** in light contact with the needle ball, the two floats should be at a distance from the cover joining surface of **A=8.5 mm** (.33 in.) with the gasket fitted and well stuck to the cover.

- When the level has been set, check that the travel **B** of the float is **6.5 mm** (.26 in.) adjusting if necessary the position of the float pivot tail **3**.



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## WEBER DCOE CARBURETTOR SET-UP



### Checking the fuel level in the float chambers with the carburetors on the car

If it is necessary to carry out this check, level the car and for each carburettor carry out the following operations:

- Remove the jet inspection cover and both main jets
- By means of a syringe, draw off from the wells a quantity of petrol sufficient to cause a substantial lowering of the level
- Refit the cover and run the engine at idling speed for some seconds
- Again, remove the cover and measure with a gauge the fuel level with respect to the upper face of the float bowl chamber. The level should be **29 +/- .5 mm (1.14 +/- .02 in.)**. If this is not so, adjust the float level and check the tightness of the needle valve, renewing it if there is any leak.