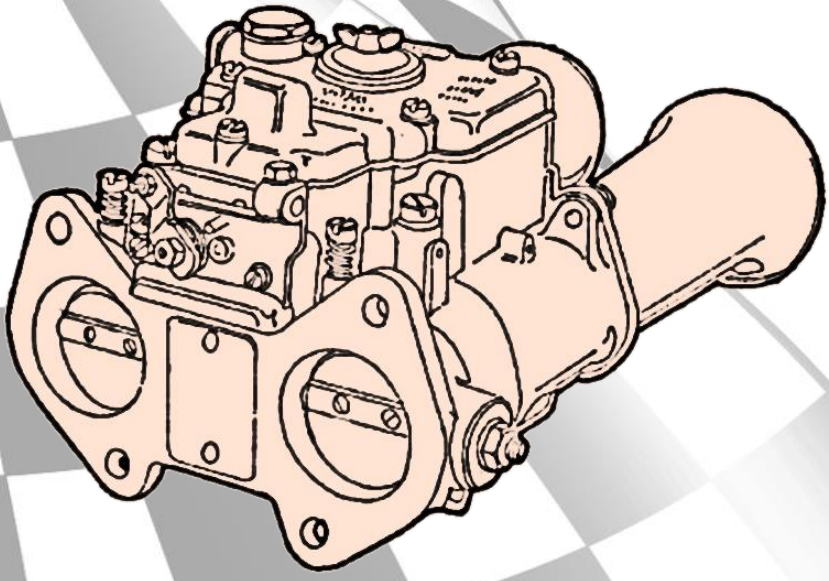
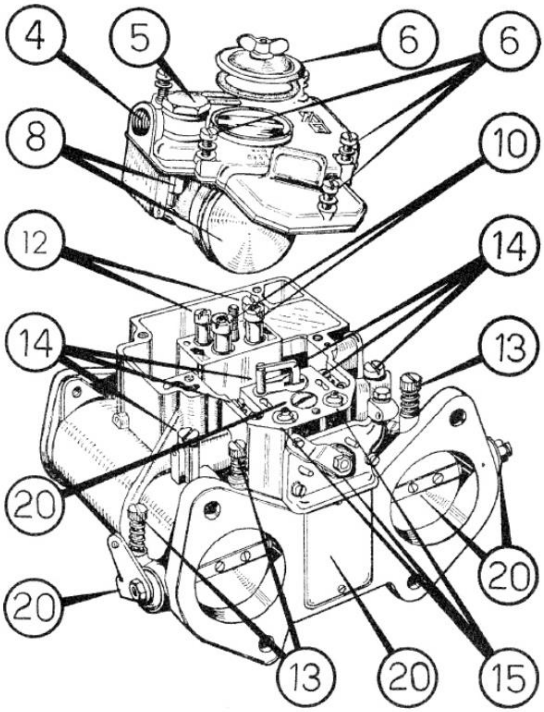
DCOE SERIE CARBURETORS

SERVICE MANUAL





For more info visit:
https://www.carbparts.eu

INTRODUCTION

The purpose of this booklet is to supply to both private users and to the maintenance Staff of Service Stations a service hand book which should meet the practical needs of periodical service and cleaning of the carburetor.

In order to simplify these instructions, the various operations necessary for the proper maintenance of the carburetor have been described, and the various devices which compose it have been individually dealt with.

This type of work must be done with the greatest car in order to enjoy all the benefits which the WEBER DCOE series of carburetors can give.

The instructions given in this booklet are purely of a general nature, as it is not always possible to follow the order we have suggested for disassembling and assembling the carburetors, this depending on the existing conditions.

Task of the carburetor

The one and only task of the carburetor is that of delivering a mixture of air and fuel in well defined proportions, supplying the engine with the most suitable amounts in accordance with the running conditions.

Therefore, before blaming the carburetor for faults in running, it is essential to check the efficiency of the variou sparts of the engine especially as regards the ignition system (advance, plugs, coil ignition, etc.), the mechanical parts(compression,valve tappet adjustment, timing adjustment, etc.) and also the grade and type of lubricating oil used, which naturally should be the one prescribed for the seasonal conditions of use of the vehicle.

Test and setting of carburetor

The WEBER DCOE series of carburetors are delivered tested and set as prescribed for the vehicle they have been made for. No alteration of the setting should consequently také place, as this might upset the regular running of the engine. We suggest, therefore, that no alterations should be introduced into the setting of the carburetor as originally assembled on the vehicle by the makers unless the Technical Services concerned specify differently.

Assistance

Whenever possible, users requiring service or repairs to carburetors should apply to WEBER Service Stations and Authorised Workshops.

Removal of carburetor from engine

1

Disconnect the air filter or air intake and relative carburetor connections (when this can be done in the vehicle)

2

Disconnect the carburetor connecting rod

3

Disconnect air intake fixing support

4

Loosen the sheath fixing screw

5

Loosen cable fixing screw

6

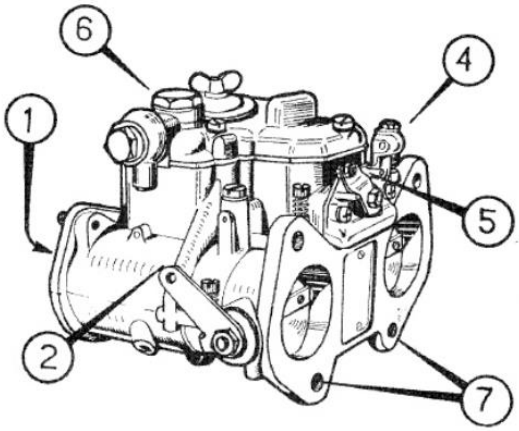
Disconnect petrol pipe fitting

7

Disconnect flange fixing nuts

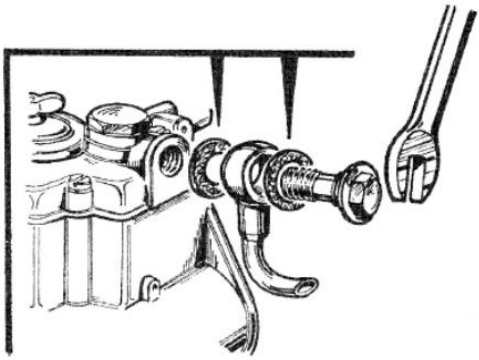
8

Disconnect the common air intake, if necessary at the bench.



WARNING

After removal of the carburetors, protect the manifold suction port.



On re-assembling, carried out by inverting the above procedure, check the state of gaskets and the flat surfaces for perfect sealing before connecting fuel pipe.

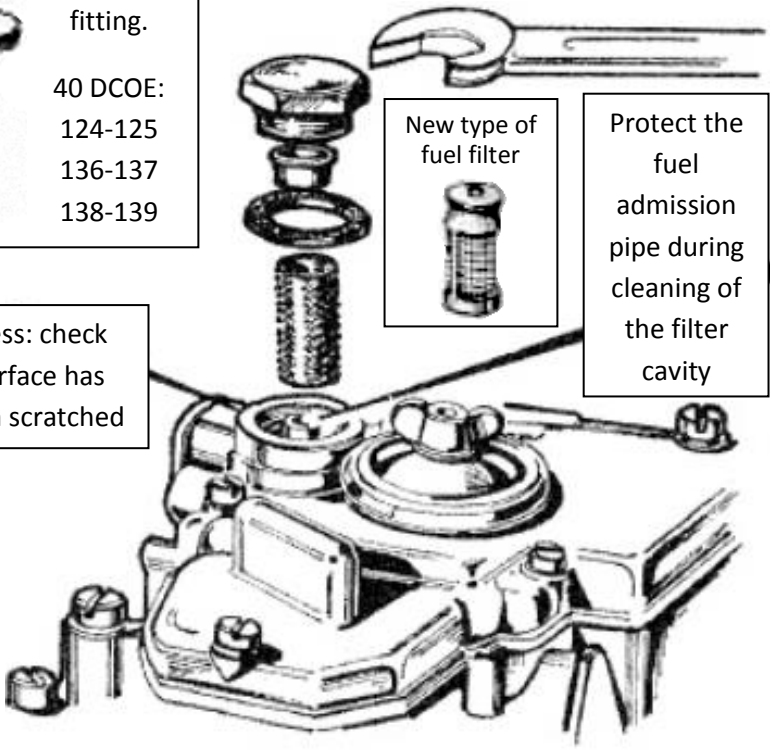
Fuel decantation filter

DISASSEMBLING AND ASSEMBLING

Note some versions of DCOE has different fuel pipe fitting.

40 DCOE:
124-125
136-137
138-139

- Remove the filter tap
- Check the perfect efficiency of the gasket
- Make sure that filter gauze is not damaged



New type of fuel filter

Protect the fuel admission pipe during cleaning of the filter cavity

Tightness: check that surface has not been scratched

RINSE IN PETROL AND BLOW OUT WITH COMPRESSED AIR

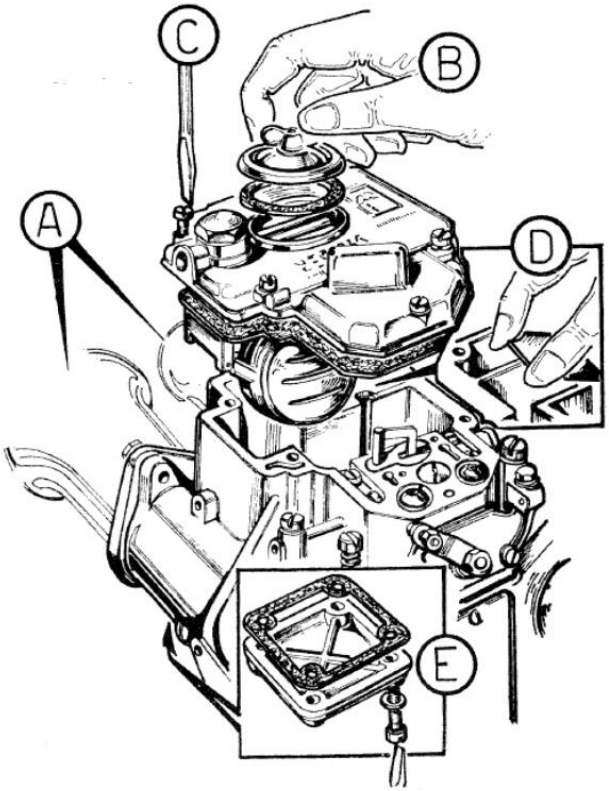
ASSEMBLE with inverted procedure after placing the gauze and retaining bush in the tap housing, making sure also that the gasket is in perfect contact with surface by tightening the screws.

Carburetor cover

DISASSEMBLING AND ASSEMBLING

WARNING

Lift the cover carefully to avoid damaging the float



A

Previous removing , if necessary, of air intake horns where fitted.

B

Remove the jets inspection cap by unscrewing the thumb-nut

C

Remove cover fixing screws

D

Take off small metal plate

E

Take out well-bottom cap

PARTS REQUIRING FREQUENT REPLACEMENT

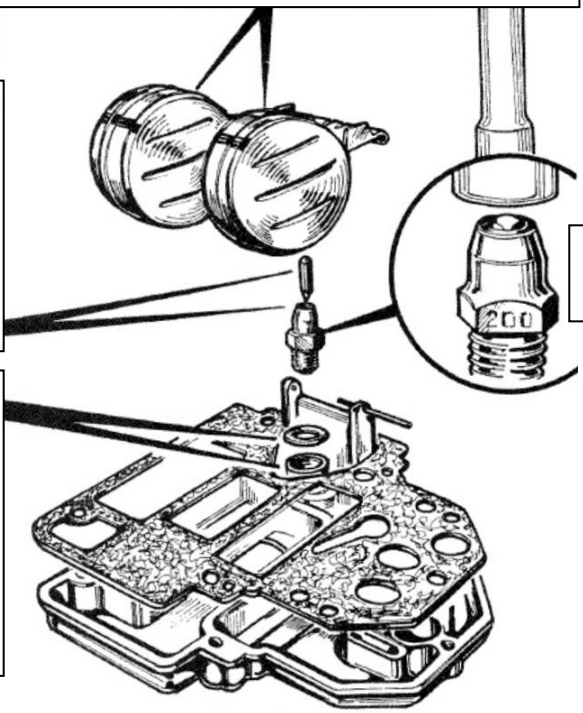
- Filter inspection tap
- Gasket for filter inspection tap
- Filter gauze
- Carburetor cover fixing screw

Float and needle valve

DISASSEMBLING AND ASSEMBLING

The weight of the float is a control element. Casual repairs (tinning,etc.) will influence its operation

During diassembly keep the needle carefully in the valve



Marking position

Check sealing Carefully clean with compressed air whilst filter is disassembled

CHECK THE STATE OF PRESERVATION OF THE COVER GASKET

Remove the pivot and take out float
Remove needle valve

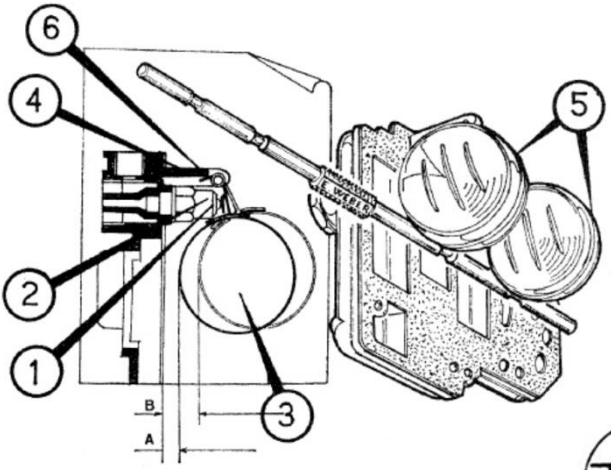
PARTS REQUIRING FREQUENT REPLACEMENT
Needle valve
Gasket for needle valve
Gasket for carburetor cover
Float
Float fulcrum pin

Levelling of float

Hold the carburetor cover in a vertical position.

In these conditions the tab (1) must be in light contact with the ball (2) and, at the same time, the two semi-floats (3) must be A mm from the surface of the cover with gasket mounted, according to the model of carburetor, as listed in the levelling table below.

For checking, use the special Weber gauge (shown in table), taking care that its slot sare in line with the joints (5) of the semi-floats. After the levelling has been done, check that the stroke of the float corresponds to the carburetor being examined. See Table B. If necessar adjust the position of the tab (4). Check also, at the end of the operation, that the float runs freely on its pivot (6).

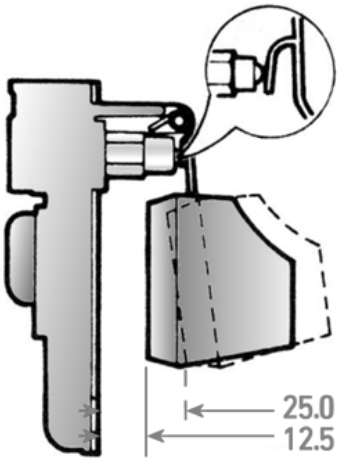


WARNING

FOR SPANSIL (PLASTIC) FLOAT
THERE IS ALWAYS:

A = 12.5mm
B = 25mm

EVEN WHEN FITTED INSTEAD OF
BRASS FLOAT

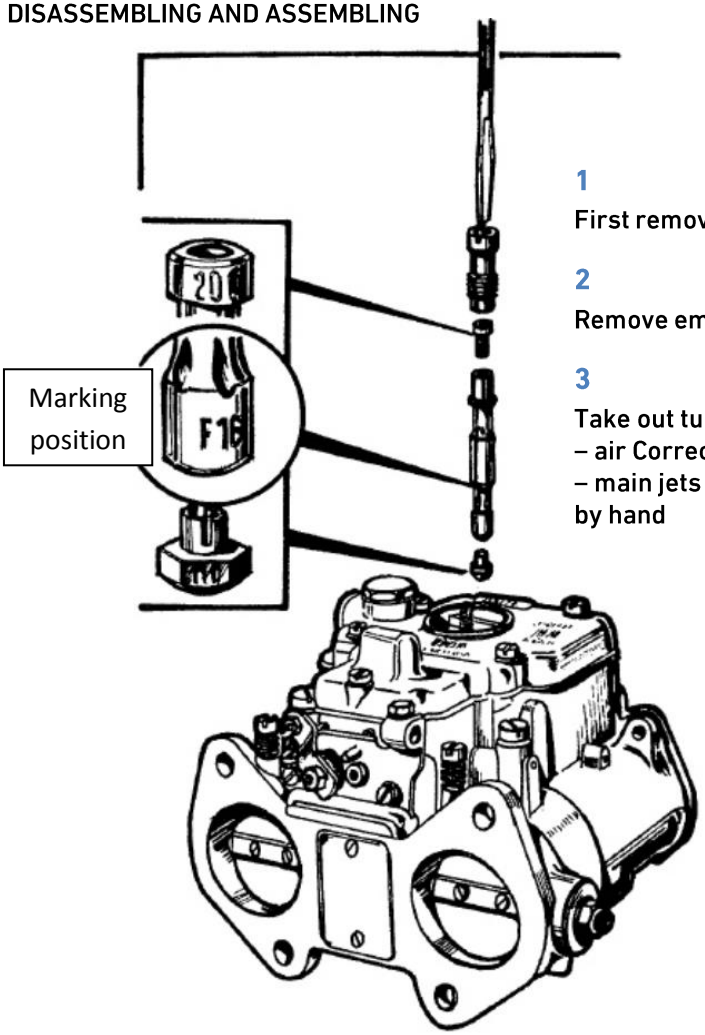


LEVELLING TABLE

CARBURETOR	VEHICLE	A mm	B mm
38 DCOE 13-14	FIAT 2300/S Coupe	8.5	15
38 DCOE 16-17	FIAT 2300/S Coupe	7.5	14
38 DCOE 25	FIAT 2300/S Coupe	8.5	15
38 DCOE 59-60	FERRARI 365 GTC/4	5	11.5
38 DCOE 110-111	FERRARI 400 GT	8	14.5
40 DCOE 2	ALFA ROMEO GIULIETTA SV	8.5	15
40 DCOE 2	ALFA ROMEO GIULIA SS	8.5	15
40 DCOE 2	LOTUS FORD ANGLIA 100E	8.5	15
40 DCOE 4	ALFA ROMEO GIULIA SPRINT GT	8.5	15
40 DCOE 8	PEUGEOT 404	7	13.5
40 DCOE 9	A.S.A. 1000 GT	7	15
40 DCOE 18	LOTUS ELAN – FORD CORTINA	8.5	15
40 DCOE 19	BMW 1600/1800	7	15
40 DCOE 20-21	LAMBORGHINI 300GT - 400GT	8.5	15
40 DCOE 24	ALFA ROMEO GIULIA Super	8.5	15
40 DCOE 25-26	RENAULT 8 GORDINI	8.5	15
40 DCOE 27	ALFA ROMEO SPRINT GTV	8.5	15
40 DCOE 28	ALFA ROMEO GIULIA 1300GT «Junior»	8.5	15
40 DCOE 29-30	RENAULT 8 GORDINI	5	11.5
40 DCOE 31	FORD LOTUS CORTINA	8.5	15
40 DCOE 32	ALFA ROMEO 1750	8.5	15
40 DCOE 33	ALFA ROMEO GIULIA	8.5	15
40 DCOE 34	SUNBEAM RAPIER H 120	8.5	15
40 DCOE 44-45	ALFA ROMEO 1600	7	13.5
40 DCOE 72-73	ALFA ROMEO ALFETTA	7.5	14
40 DCOE 76-77	ALFA ROMEO 2000 / GT / SPYDER	7.5	14
40 DCOE 80-81	ALFA ROMEO ALFETTA	7.5	14
40 DCOE 82-83	ALFA ROMEO ALFETTA 1600	8	14
40 DCOE 90-91	CHRYSLER	7.5	14
40 DCOE 92-93	LAMBORGHINI 400 GT/GTS	8.5	15
40 DCOE 102	ABARTH 126	10	15
40 DCOE 106-107	ALFETTA GT 1600	8	14
40 DCOE 112-113	ALFA ROMEO ALFETTA 2000	8	14
40 DCOE 138-139	ALFA ROMEO GIULIETTA/ALFETTA 1.8/2.0	7	14
40 DCOE 143-144	TALBOT SAMBA RALLY 1219	7.5	14
40 DCOE 145-146	FIAT RITMO ABARTH 130 TC	7	14
40 DCOE 151	**SPANSIL FLOAT**	**12.5**	**25**
42 DCOE 8	MASERATI 3500 GT	5	13.5
42 DCOE 12	BPM ARCTIC 130 E 155	7	15
42 DCOE 12	BPM IONIC 125	7	15
45 DCOE 9	ALFAROMEO2600	7	13.5
45 DCOE 9	ASTON MARTIN DB 4 VANTAGE GT	5	13.5
45 DCOE 9	ASTON MARTIN DB 5	7	13.5
45 DCOE 9	COVENTRY CLIMAX 1500 GT	5	13.5
45 DCOE 9	MASERATI 3500GT Speciale	5	13.5
45 DCOE 12	BPM. RACER 2500	7	15
45 DCOE 13	AUSTIN HEALEY 3000	8.5	15
45 DCOE 14	ALFA ROMEO GIULIA TI Super GTA	8.5	15
45 DCOE 15-16	BMW 1800 TL/SA	7.5	14
45 DCOE 17	TORINO 380 W	7	13.5
45 DCOE 38-39	RENAULT 12G	5	13.5
45 DCOE 62-63	RENAULT 12G	5	13.5
45 DCOE 68-69	RENAULT 12G	5	13.5
45 DCOE 96-97	LAMBORGHINI LP 400	8.5	15
45 DCOE 152	**SPANSIL FLOAT**	**12.5**	**25**

Main jets
Emulsioning tubes
Aircorrector jets

DISASSEMBLING AND ASSEMBLING



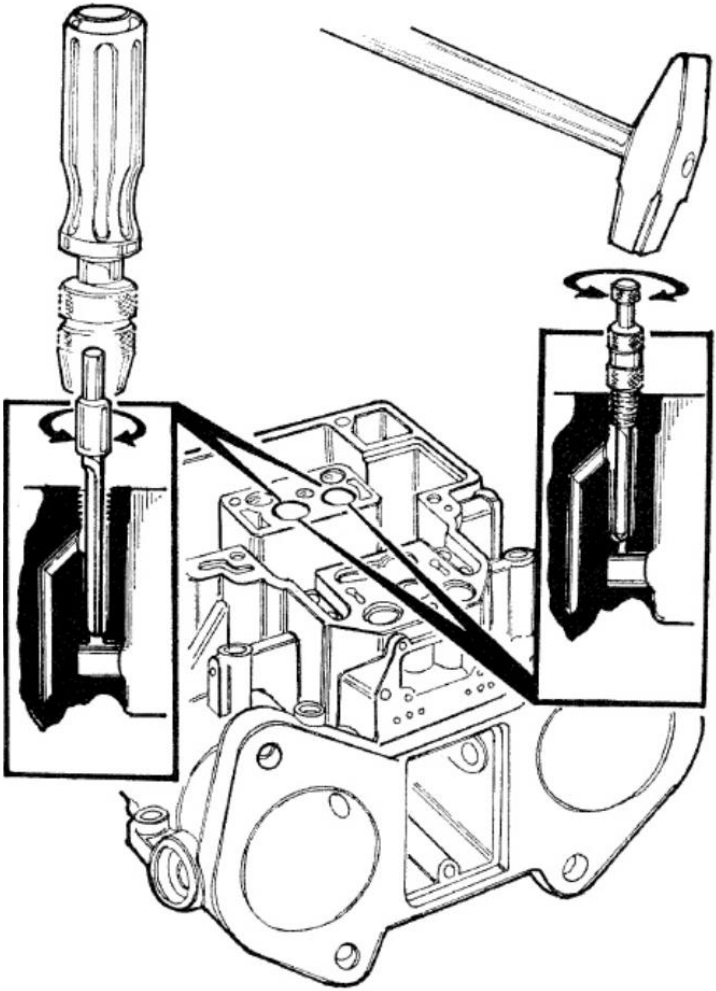
1
First remove protection cap

2
Remove emulsioning tubes

3
Take out tube holders
– air Corrector jets
– main jets
by hand

PARTS REQUIRING FREQUENT REPLACEMENT	Air corrector jets Main jets

Grinding of seat of main jets



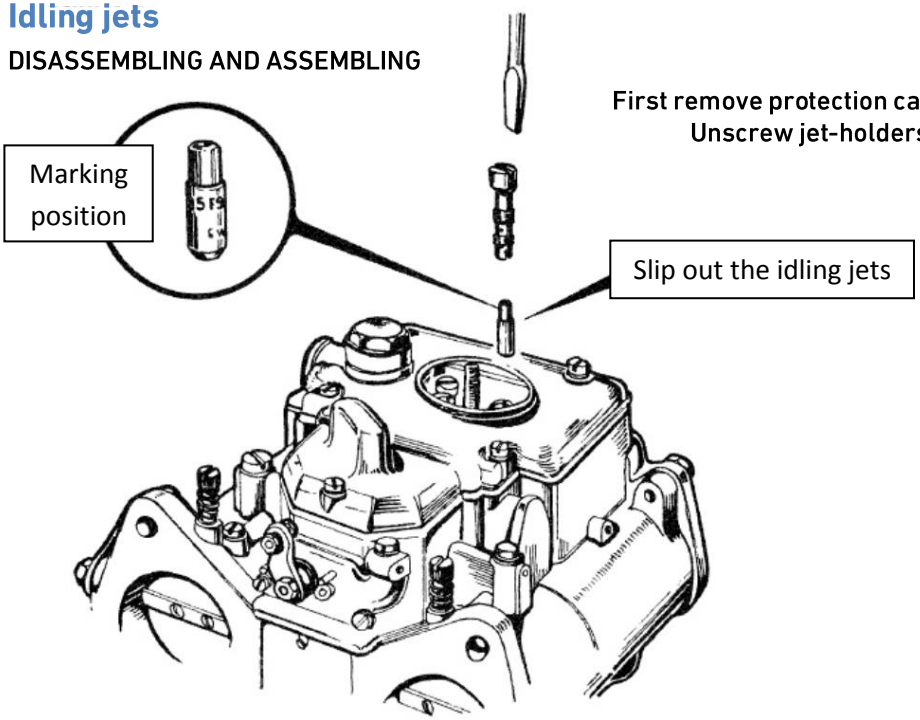
- CLEANING OF EMULSIONING TUBE HOUSING WELLS
  It is recommended that this operation be carried out by hand
- SEAT RIVETING
  Beat the seat slightly and rotate the central pin of the tool

WHEN THE OPERATION IS COMPLETE, CLEAN THE HOUSINGS AND RELATIVE DUCTS WITH COMPRESSED AIR

Idling jets

DISASSEMBLING AND ASSEMBLING

First remove protection cap
Unscrew jet-holders.

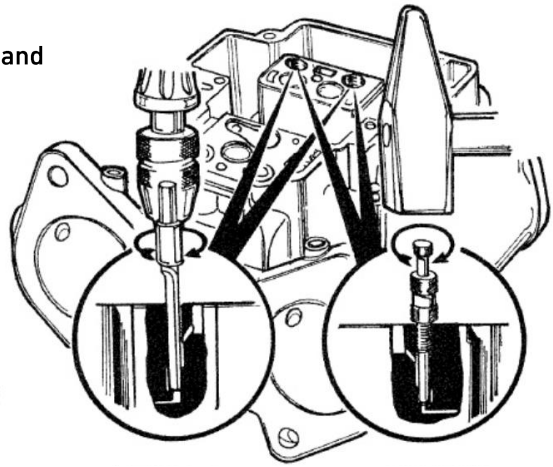


CAREFULLY CLEAN
WITH COMPRESSED AIR

Grinding and riveting of seats of idling jets

OVERHAULING OF SEATS
The operation must be done by hand

RIVETING OF SEATS
Beat the seal slightly and rotate the Centre pin of the tool

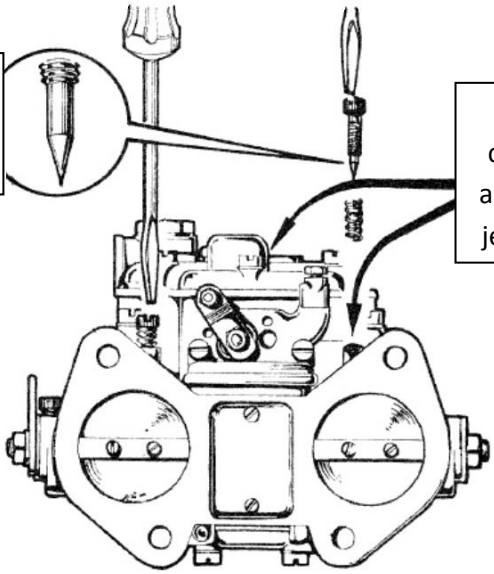


WHEN THE OPERATIONS ARE COMPLETE, CLEAN THE HOUSING OF THE IDLING JETS AND RELATIVE DUCTS WITH COMPRESSED AIR

Inspection of idling mixture adjusting screws

Check taper efficiency of adjusting screws

Clean with compressed air with idling jets removed

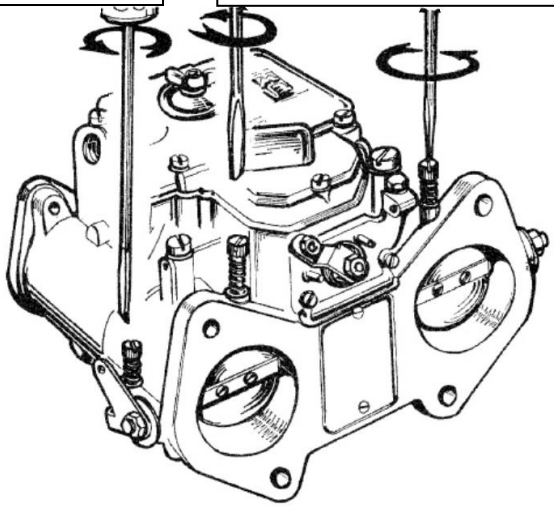


½ turn from locking point

¾ turn from locking point

Slow-running Adjustment

Carry out temporary setting of the adjusting screws

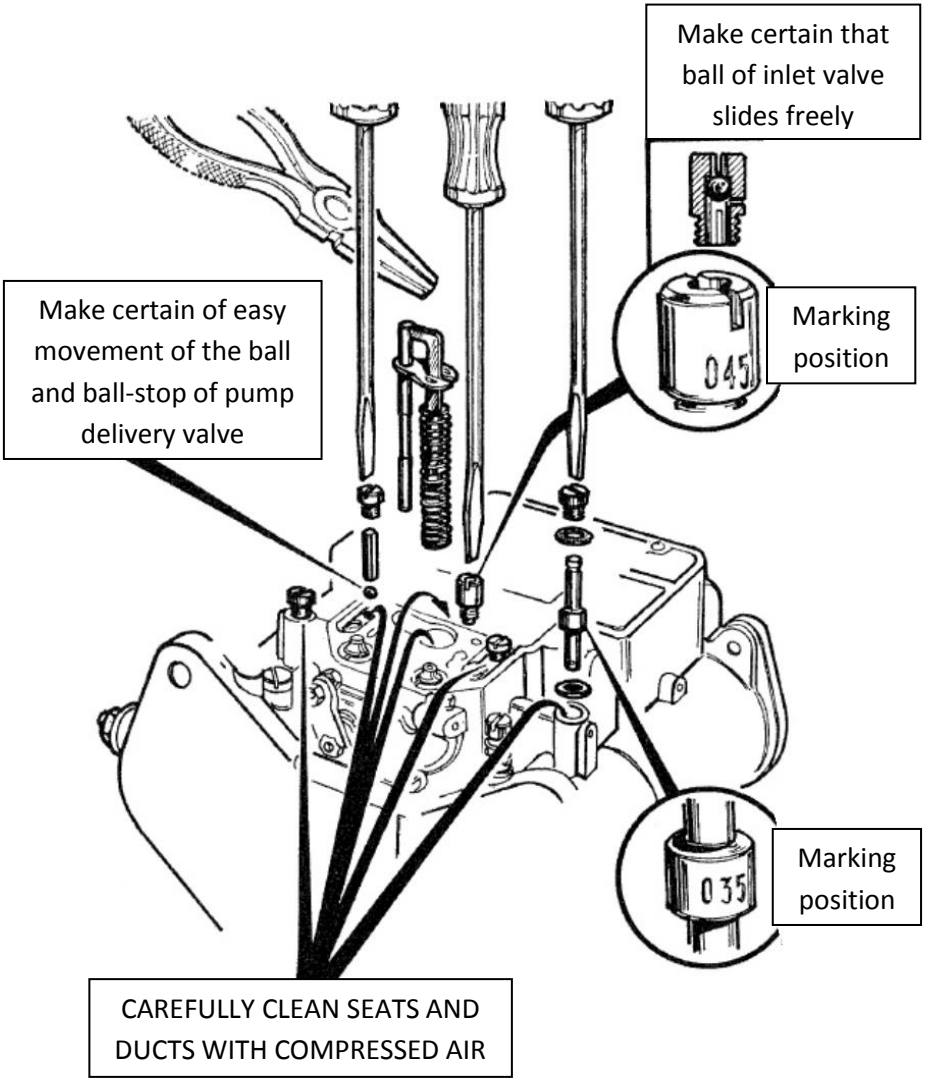


PARTS REQUIRING FREQUENT REPLACEMENT

Idling mixture adjusting screw
Idling jets

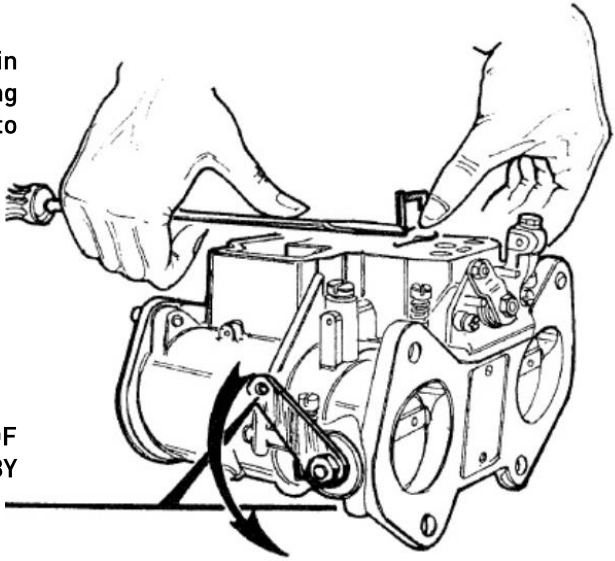
Accelerating pump

DISASSEMBLING AND ASSEMBLING



Assembling of accelerating pump piston

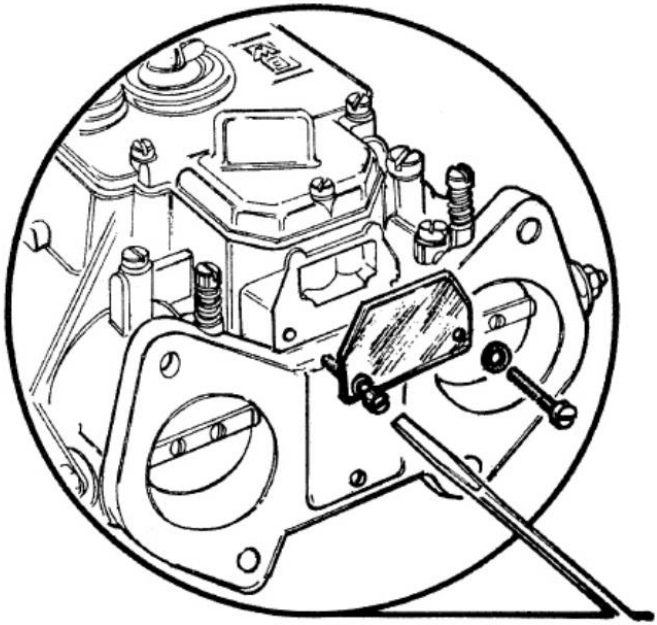
Re-assemble, keeping in mind that spring retaining plate must be pressed into seat.



CHECK FREE SLIDING OF PUMP CONTROL SHAFT BY OPENING THROTTLES

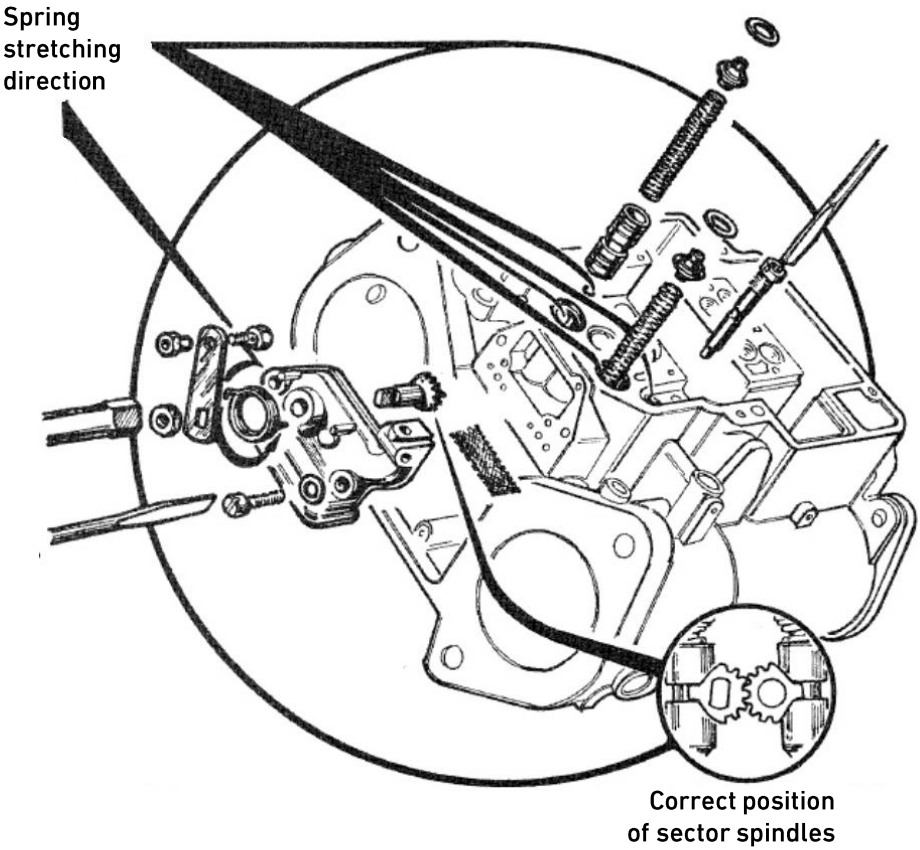
Starter device (starter)

DISASSEMBLING AND ASSEMBLING



Carburetor mod. 42 DCOE 12 and 45 DCOE 12 are not fitted with starters so the housing space is closed by a metal plate

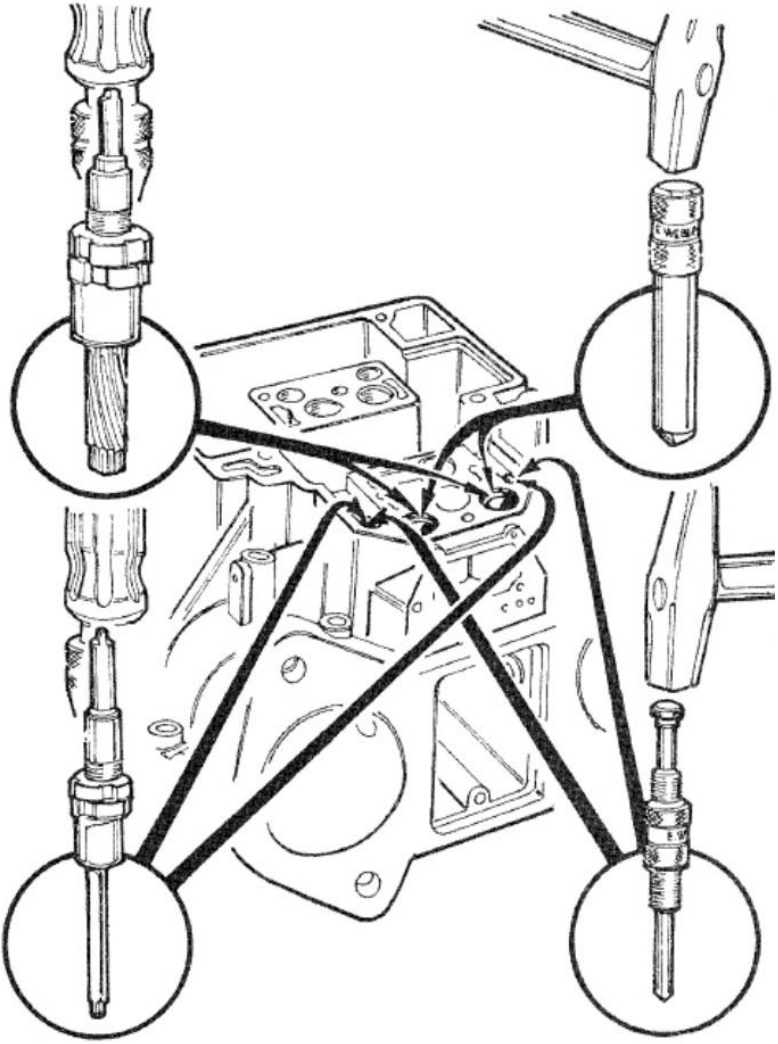
FOR MODELS FITTED WITH STARTER:



CLEAN
WITH COMPRESSED AIR

Grinding and riveting of starter valves housing

The operation must be carried out by hand

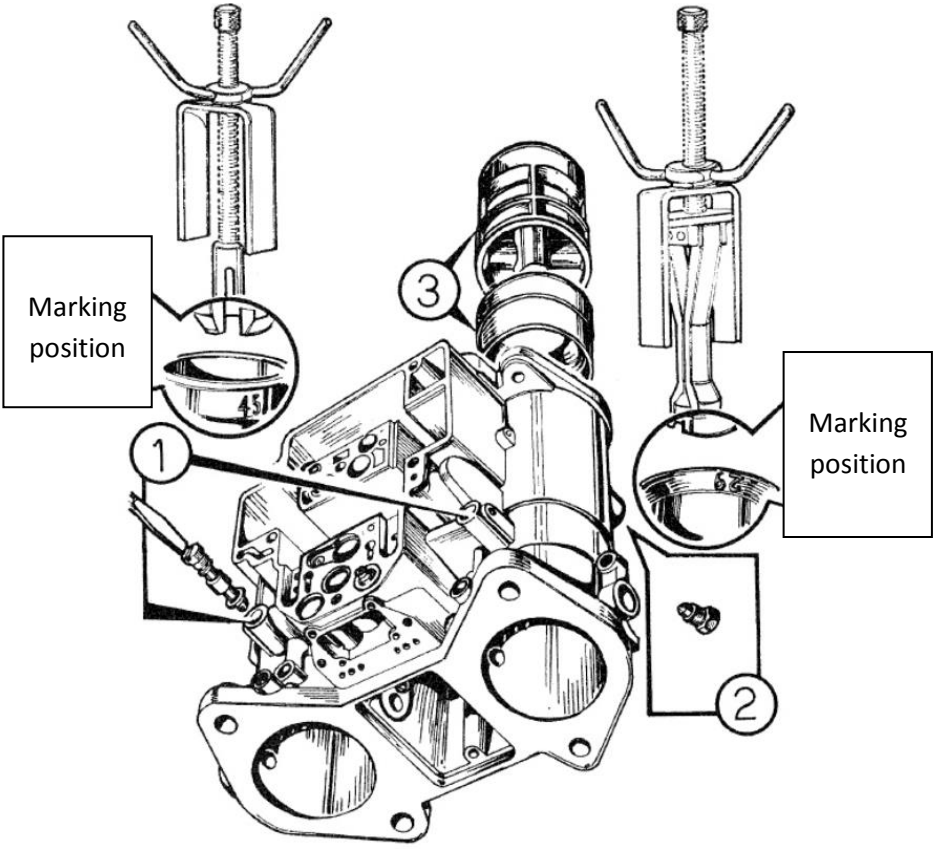


Lightly beat the seats, rotating the central pin of the tools

Grinding and riveting of starting jet housing seats

Auxiliary Venturis and chokes

DISASSEMBLING AND ASSEMBLING



1

Preliminary disassembling, if necessary, of pump jets

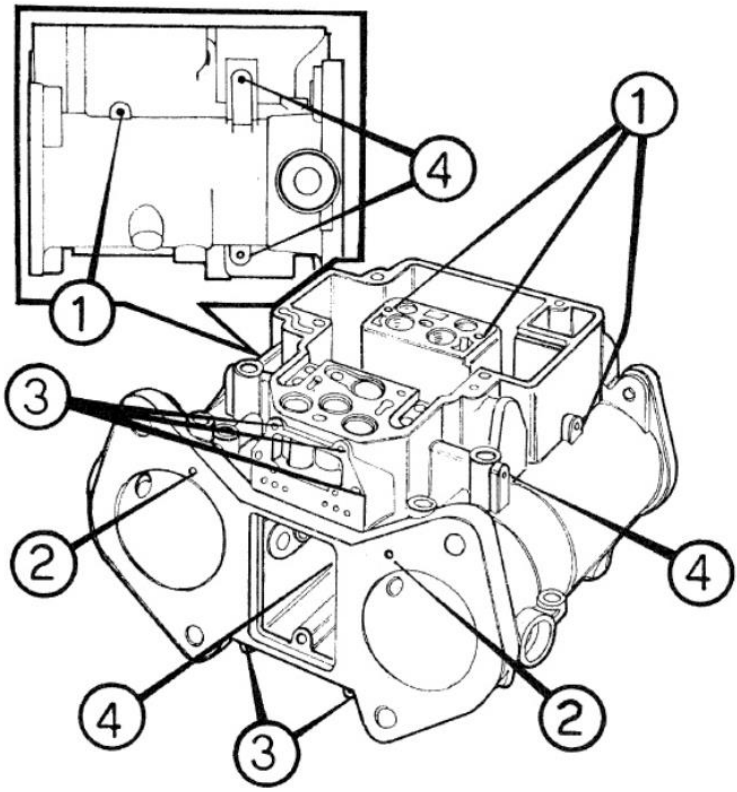
2

For carburetors of the 45 DCOE series and 40 DCOE since 136, remove fixing screws

3

Extract the auxiliary Venturis and chokes with appropriate WEBER tools

Pipe inspection



1
Idling ducts

2
Idle-progression mixture ducts

3
Starting ducts

4
Accelerating pump ducts

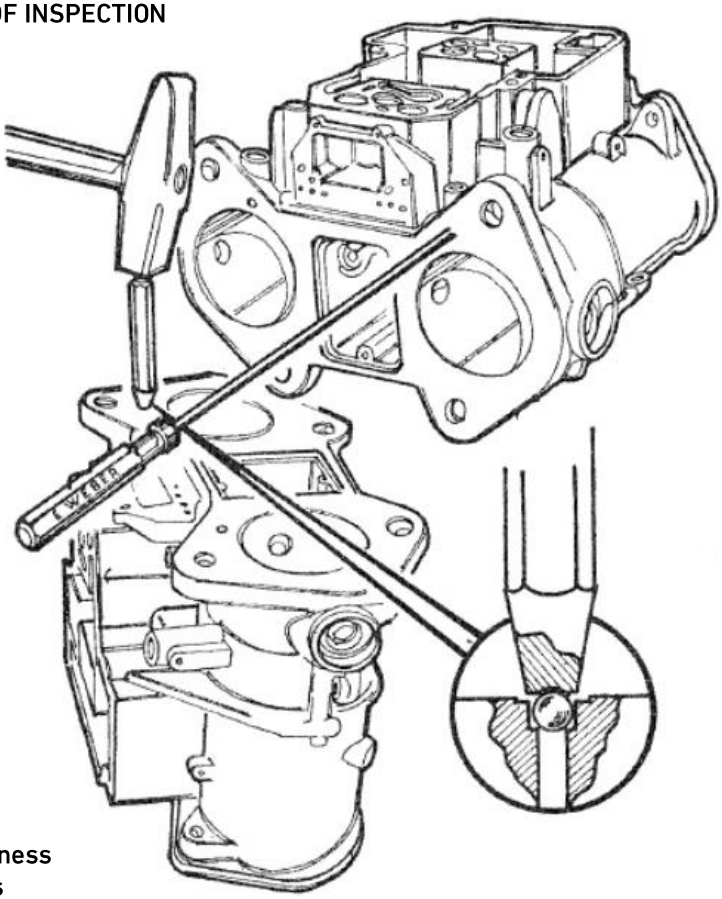
WARNING

IN CARBURETORS
42 DCOE 12 – 45 DCOE 12
STARTER DEVICE
AND RELATIVE DUCTS
ARE MISSING

Pipe inspection is normally carried out by injection with gasoline. Should the pipes under inspection be found to be blocked, proceed as follows:

- Remove the lead plugs by boring
- Inspect the pipes witht he special Weber tools
- Clean the pipes by blowing out energetically with compressed air

EXAMPLE OF INSPECTION



Check tightness
of the plugs

EXAMPLE OF PASTING AND PUNCHING

Throttle valves and shafts

DISASSEMBLING AND ASSEMBLING

45 DCOE 15-16 does not have internal spring

1

Remove the throttle-fixing screws

2

Withdraw the throttles

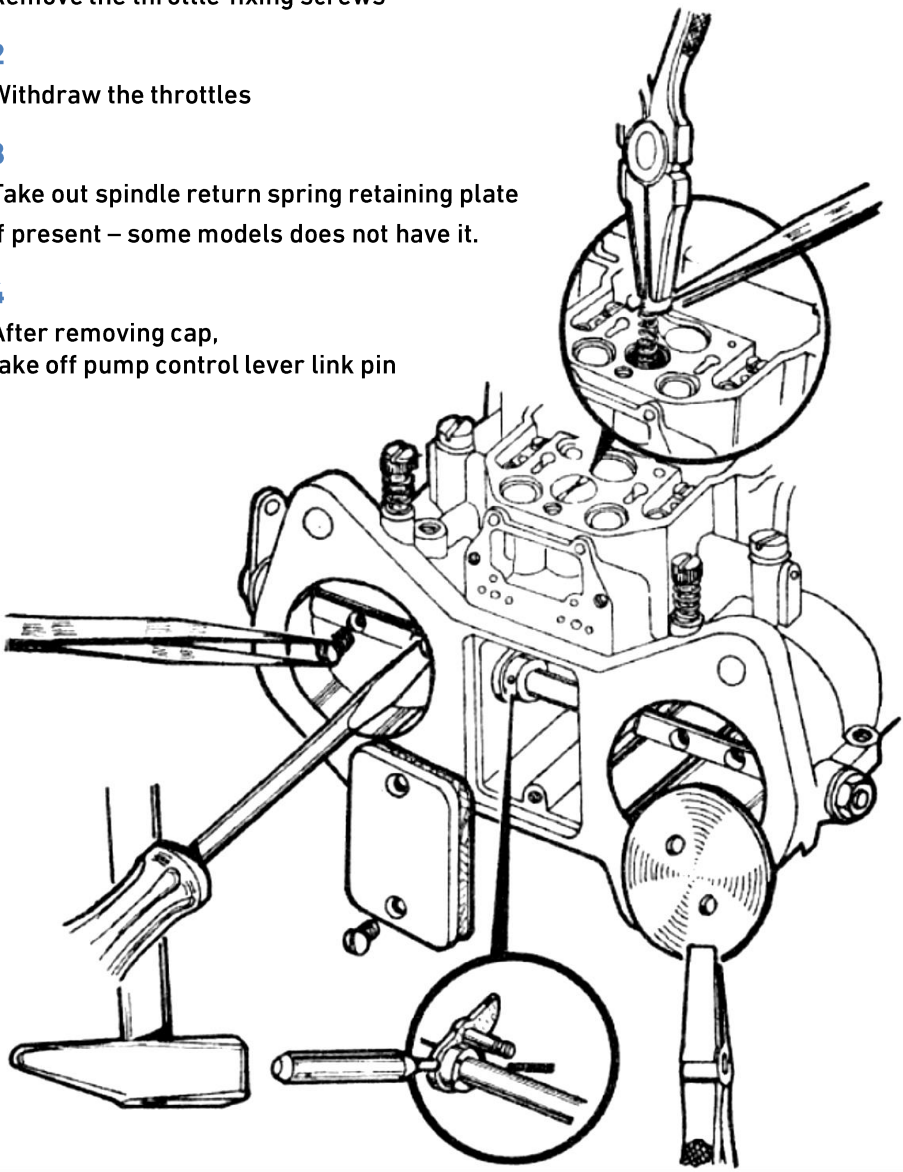
3

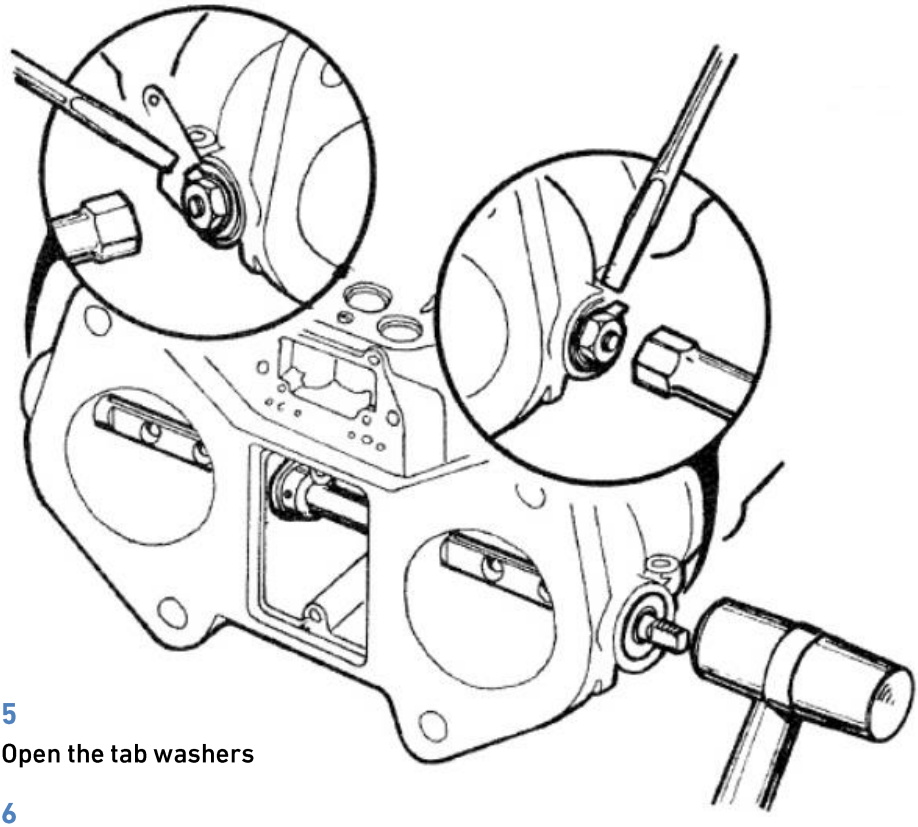
Take out spindle return spring retaining plate

If present – some models does not have it.

4

After removing cap,
take off pump control lever link pin





5

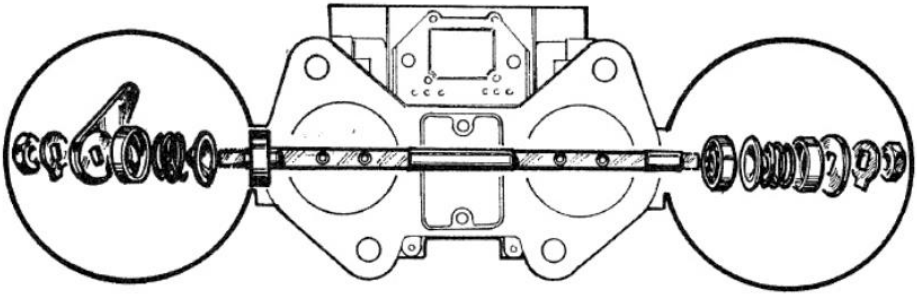
Open the tab washers

6

Unscrew nuts USING APPROPRIATE WEBER TOOLS

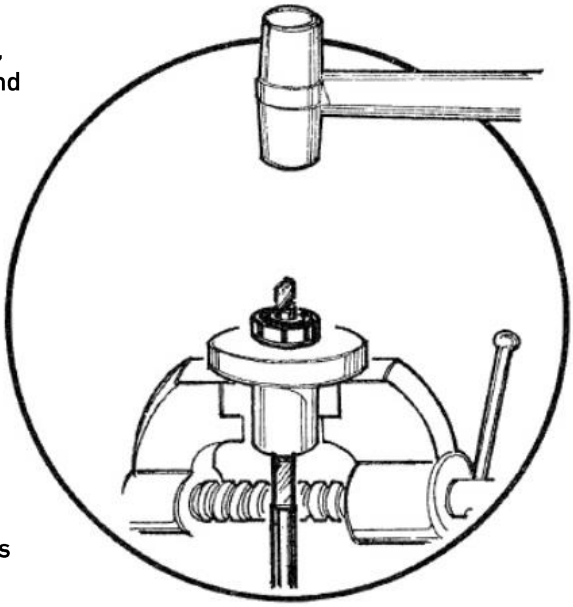
7

Withdraw spindle complete with a bearing



8

Take off lever or washer, caps, springs and dust covers by hand

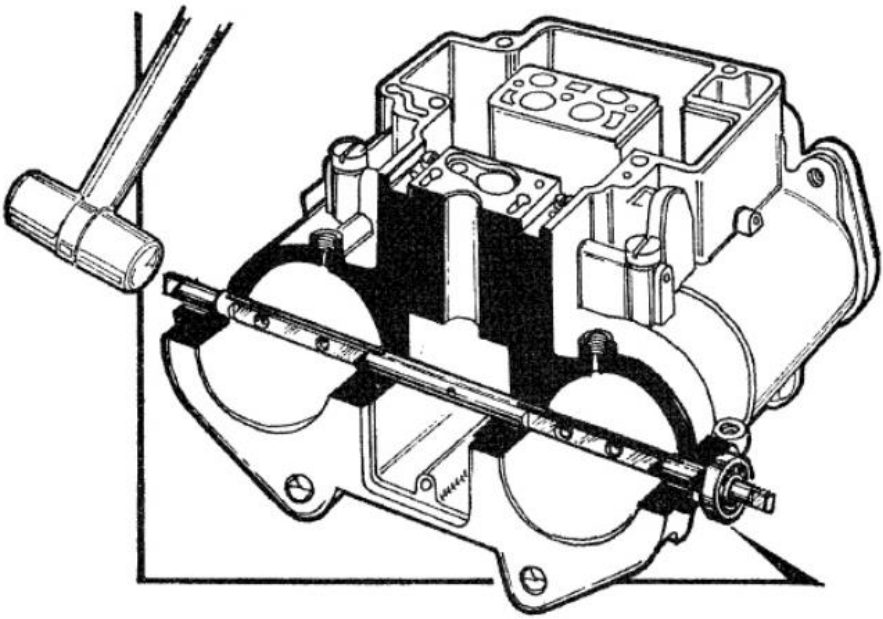


9

By placing in a vice,
draw out spindle from bearings

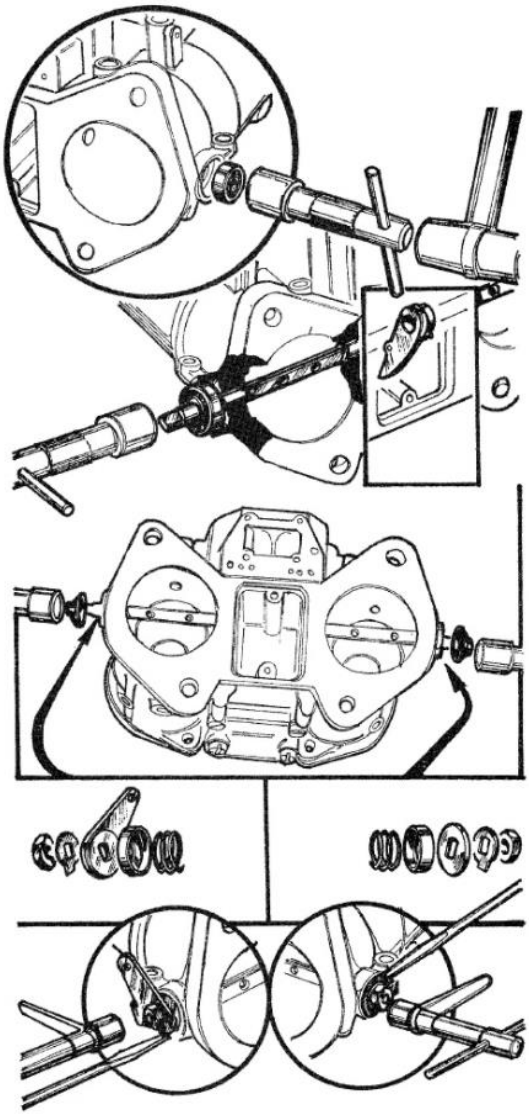
10

Re-assemble the spindle alone in the body and then disassemble the other bearing.



Assembling shaft and throttle valves

Should the shaft be worn or deformed, it may be replaced with a new one of the same diameter



1

Assemble bearing in the spindle

2

Assemble other bearingin carburetor body housing

3

Introduce the shaft, complete with bearing, into the body, inserting the pump control lever

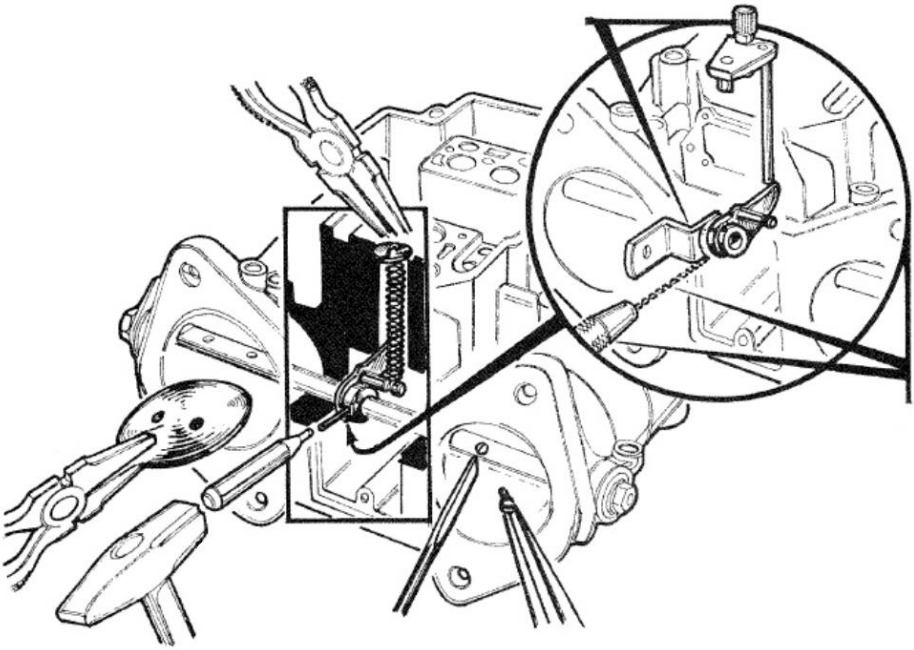
Before mounting dust covers, grease bearings – in case open bearings are fitted.

4

Put on the dust covers with special tool

5

Complete assembly on both sides, always using appropriate Weber tools



6

Assemble pump control lever link pin

7

Assemble spring and relativere taining plate

8

Assemble the throttle valves

Please note there is different spring used on some models.

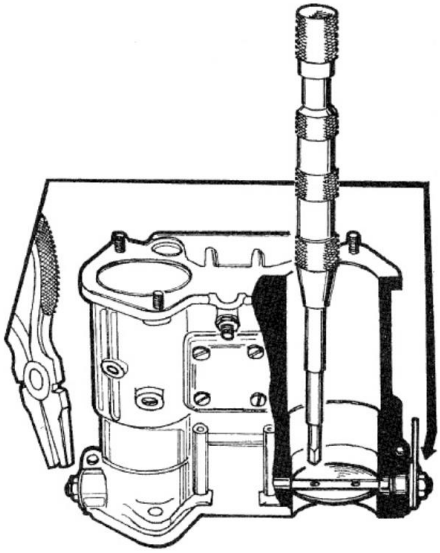
SHOULD REPLACEMENT OF THE SPINDLE BE NECESSARY CARRY OUT BORING IN THE FOLLOWING MANNER:

a) **Decide on exact position of lever on shaft by means of appropriate Weber tool**

b) **Put the lever into the running position by means of the appropriate Weber gauge to be mounted on the body**

c) **Carry out boring with ø2mm twist drill**

Secure nut by bending appropriate tab.



Counter sink the screws and check, by acting on the lever, the smooth movement of the spindle

Check pump piston stroke

After every mounting and re-mounting of the spindle it is necessary to check the stroke of the pump piston – see table

CARBURETOR	VEHICLE	PUMP STROKE
38 DCOE 13-14	FIAT 2300/S Coupe	14
38 DCOE 16-17	FIAT 2300/S Coupe	14
38 DCOE 25	FIAT 2300/S Coupe	14
40 DCOE 2	ALFA ROMEO GIULIETTA SV	14
40 DCOE 2	ALFA ROMEO GIULIA SS	14
40 DCOE 2	LOTUS FORD ANGLIA 100E	10
40 DCOE 4	ALFA ROMEO GIULIA SPRINT GT	14
40 DCOE 8	PEUGEOT 404	10
40 DCOE 9	ASA 1000 GT	10
40 DCOE 18	LOTUS ELAN – FORD CORTINA	10
40 DCOE 20-21	LAMBORGHINI 350 GT	10
40 DCOE 24	ALFA ROMEO GIULIA SUPER	14
40 DCOE 25-26	RENAULT 8 GORDINI	10
40 DCOE 27	ALFA ROMEO SPRINT GTV	14
40 DCOE 28	ALFA ROMEO GIULIA 1300 GT «Junior»	14
42 DCOE 8	MASERATI 3500 GT	10
42 DCOE 12	BPM ARCTIC 130 E 155	14
42 DCOE 12	BPM IONIC 125	14
45 DCOE 9	ALFA ROMEO 2600	10
45 DCOE 9	ASTON MARTIN DB 4 VANTAGE GT	10
45 DCOE 9	ASTON MARTIN DB 5	10
45 DCOE 9	COVENTRY CLIMAX 1500 GT	10
45 DCOE 9	MASERATI 3500 GT Speciale	10
45 DCOE 12	BPM RACER 2500	14
45 DCOE 13	AUSTIN HEALEY 3000	10
45 DCOE 14	ALFA ROMEO GIULIA TI Super	10
45 DCOE 14	ALFA ROMEO GIULIA SPRINT G TA	10
45 DCOE 15-16	BMW 1800 TI / SA	14

There are many gasket kits available

Basic kit – just for resealing after inspection

Full restoration kit – for complete repair

RUNNING FAULTS

A) ENGINE WILL NOT START FROM COLD

CHECK:

- ELECTRICAL EQUIPMENT: generally
- PLUGS: gap between points
- LUBRICATING OIL: must correspond to maker's recommendations
- STARTER DEVICE: pulling the starter knob full on the device must be switched on
- SLOW RUNNING: normal adjustment
  When starting the engine from cold, do not depress the accelerator pedal

B) ENGINE WILL NOT START FROM HOT

Carry out operations mentioned in (A) keeping in mind that the STARTING DEVICE MUST NOT BE USED; therefore, starter knob will be in the idling position.

Defective starting may also becaused by greate vaporation in the bowl due to over-heating of the engine: in this way fuel vapour is formed which gathers in the air filter and pipes, so causing flooding of the engine. IT IS THEREFORE NECESSARY TO PRESS THE ACCELERATOR PEDAL half-way, holding that position whilst carrying out the start.

C) IRREGULAR SLOW RUNNING

CHECK:

- GASKETS: between manifold and cylinder head
- GASKETS: between manifold and carburetor
- IDLINGJET: setting-cleaning, inspection of pipes and proper tightness of jets on the carburetor
- STARTERDEVICE: there must be no infiltration of mixture. Inspect the valve of the device for tightness; inspect starter control cable which, at rest, MUST NOT keep the valve open.
- THROTTLES: they must return to idling position when the accelerator pedal is at rest. Then check that control parts are not casing any stiffness of movement
- ADVANCES: as indicated by the maker
- ELECTRICAL AND STARTING EQUIPMENT: in general
- PLUGS: gap between points type recommended by maker

D) FLOODING AND FUEL LEAKAGE

CHECK:

- NEEDLE VALVE: wear
- FLOAT: wear
- FLOAT LEVELLING: see instruction on page 9.
- ELIMINATE ANY FRICTION INTERFERING WITH THE REGULAR MOVEMENT OF THE FLOAT OR ANY IMPURITY BLOCKING THE NEEDLE IN ITS GUIDE
- GASKETS: main jets and filter inspection plugs (wear)

E) ENGINE LACKS ACCELERATION AND SPEED

THE VEHICLE MUST HAVE COMPLETED THE RUNNING-IN MILEAGE (generally 4-5000Km.)

CHECK:

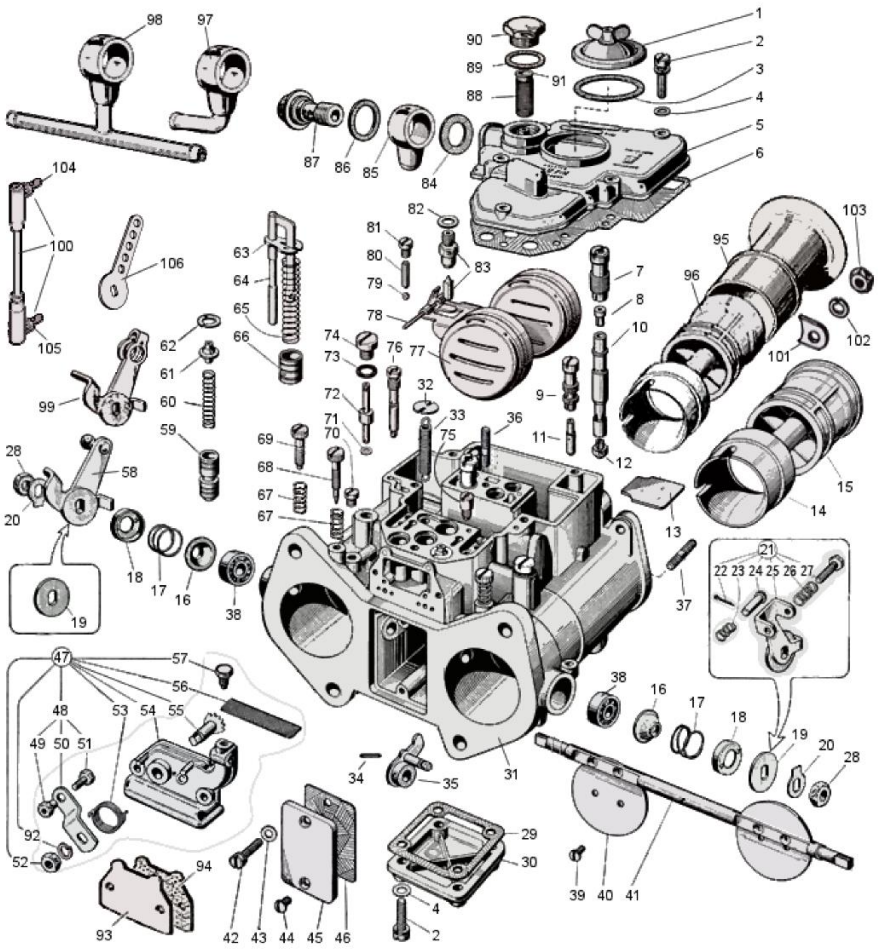
- ELECTRICAL EQUIPMENT: generally
- ENGINEPARTS: general wear
- CARBURETOR ADJUSTMENT: consult adjustment table
- FLOAT LEVELLING: see instruction on page 9.
- MAIN JETS: clean
- THROTTLES: that throttles are COMPLETELY OPEN when accelerator pedal is fully depressed
- ADVANCE: as indicated by the maker
- BRAKING EQUIPMENT AND CLUTCH: eliminate any possible jamming i n the braking equipment. Make sure also that the clutch does not tend to slip

F) EXCESSIVE CONSUMPTION

CHECK:

- ENGINE PARTS: general wear
- CARBURETOR ADJUSTMENT: as prescribed by the maker of the vehicle
- STARTER DEVICE: carry out the checks in (B)
- STARTER DEVICE VALVE: no losses or leakage must be allowed
- NEEDLE VALVE: perfectly tight
- FLOAT: for perfect condition
- FLOAT LEVELLING: see instruction on page 9.
- ELECTRICAL EQUIPMENT: generally
- ADVANCE: as indicated by the maker
- AIR FILTER CARTRIDGE: for perfect condition and that it is, preferably, original

WEBER 40 DCOE early type - exploded view



WEBER 40 DCOE early type - Parts list

No	Part No	Price	Pcs	Description
1	32376.003	$ 9.5	1	Jet Cover
2	64700.001	$ 0.7	5	Cover Screw
3	41550.002	$ 2	1	Gasket
4	55510.034	$ 0	5	Washer
5	31734.197	$ 69	1	Carb Top Cover
6	41715.011	$ 3.2	1	Carb. Cover Gasket
7	52580.001	$ 5.5	2	Emulsion Tube Holder
8	77401	$ 5.7	2	Air Corrector Jet
9	52585.006	$ 6.5	2	Idle Jet Holder
10	61450	$ 30	2	Emulsion Tube
11	74800	$ 3.8	2	Idle Jet
12	73401	$ 5.7	2	Main Jet
13	52130.003	$ 2	1	Plate
14	72302	$ 11	2	Choke Tube 40DCOE
15	70001	$ 0	2	Auxiliary Venturi early - bolton air horns
16	41570.001	$ 1.3	2	Dust Cover
17	47600.063	$ 2.4	2	Spring
18	58000.007	$ 3.5	2	Retaining Cover
19	55555.010	$ 2	1	Washer
20	55520.004	$ 1.9	2	Lock washer
21	45048.149	$ 18	1	Balance lever
22		$ 0	1	Split pin
23	47600.094	$ 0	1	Spring
24		$ 0	1	Pin
25	45041.147	$ 0	1	Balance lever
26	64955.104	$ 0	1	Spring
27	55520.004	$ 1.9	1	Screw
28	34710.003	$ 1.5	2	Shaft Nut
29	41640.001	$ 3	1	Gasket
30	32374.008	$ 18	1	Bottom Bowl Cover
31		$ 0	1	Carburetor Body
32	52210.006	$ 1.9	1	Spring Anchor Plate
33	47605.027	$ 1.9	1	Throttle Return Spring
34	58445.001	$ 3.3	1	Pin
35	55520.004	$ 1.9	1	Pump Control Lever
36	64955.007	$ 6.5	1	Stud
37	64955.101	$ 0.4	1	Stud
38	32650.001	$ 3.9	2	Throttle Shaft Bearing
39	64570.006	$ 2.4	4	Throttle Plate Screw
40	64005.059	$ 10.3	2	Throttle Plate 40 DCOE
41	10005.438	$ 59.5	1	Throttle Shaft 40 DCOE
42	64700.004	$ 1.1	2	Cold Start Fixing Screw
43	55510.038	$ 0	2	Flat Washer
44	64570.009	$ 3.4	2	Flat Fixing Screw
45	52135.024	$ 5	1	Inspection plate
46	41640.021	$ 1.7	1	Inspection plate Gasket
47	32556.002	$ 57.2	1	Cold Start Unit
48	45027.003	$ 0	1	Lever Assy.
49	34720.002	$ 0	1	Nut
50	45025.029	$ 0	1	Lever
51	64800.002	$ 0	1	Wire screw
52	34715.010	$ 0	1	Nut
53	47610.006	$ 0	1	Return Spring

No	Part No	Price	Pcs	Description
54	32556.001	$ 0	1	Cold Start Unit Body
55	10085.003	$ 0	1	Shaft
56	37000.016	$ 0	1	Filter Screen
57	64605.017	$ 2.2	1	Fixing Bolt
58	45041.009	$ 26	1	Lever
59	64330.003	$ 14	2	Starter Valve
60	47600.005	$ 3.7	2	Starter Valve Spring
61	12775.004	$ 0	2	Spring Retainer
62	10140.001	$ 0	2	Spring Washer
63	52140.004	$ 3.4	1	Pump Screen retainer
64	10410.015	$ 9	1	Pump Rod
65	47600.064	$ 2.7	1	Pump Spring
66	58602.003	$ 15.2	1	Pump Plunger
67	47600.007	$ 2.9	2	Idle Screw Spring
68	64750.001	$ 3	2	Idle Mixture Screw
69	64625.012	$ 6.5	1	Throttle stop screw
70	61015.002	$ 4.5	2	Progression Hole Plug
71	41535.021	$ 2	2	Pump Gasket
72	76801	$ 8.2	2	Pump Jet
73	41565.009	$ 0.8	2	Pump Cover Seal
74	61015.008	$ 9	2	Pump Cover
75	79701	$ 4	1	Inlet Valve With Exhaust
76	75605	$ 12	2	Starter Jet
77	41030.005	$ 39.5	1	Float
78	52000.001	$ 1.9	1	Float Fulcrum Pin
79	58300.001	$ 0.4	2	Pump Valve Ball
80	52730.001	$ 6	2	Stuffing Ball
81	61015.006	$ 6	2	Retaining Screw
82	83102.120	$ 0.4	1	Needle Valve Gasket
83	79503	$ 12.5	1	Needle Valve
84	41530.031	$ 0.4	1	Fuel Union Gasket
85	10534.019	$ 0	1	Fuel Union Blank
86	41530.024	$ 0.4	1	Outer Fuel Union Gasket
87	12715.008	$ 9	1	Fuel Union Bolt
88	37022.010	$ 6.5	1	Fuel Filter
89	41530.024	$ 0.4	1	Gasket
90	61002.010	$ 8	1	Filter Cover
91		$ 0	1	Plug
92	55525.010	$ 0.5	1	Washer
93	52135.008	$ 6	1	Blanking plate
94	ST2283	$ 0.9	1	Blanking plate gasket
95	52840.012	$ 19.7	2	Air horn
96	70003	$ 43.7	2	Auxiliary Venturi with clip - slide in air horns
97	10536.035	$ 8	1	Fuel Union L pipe
98	10536.034	$ 13.8	1	Fuel inlet T pipe
99	45048.007	$ 17	1	Throttle lever
100	ST2559	$ 22	1	Rod with ball ends
101	52150.012	$ 2	4	Air horn Tab
102	55525.010	$ 0.5	4	Spring Washer
103	34705.004	$ 0.8	4	Air horn fixing nut
104	ST2460	$ 5	1	Ball end Left thread
105	ST1937	$ 5	1	Ball end Right thread
106	ST1936	$ 6	1	Universal lever

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