rescinded 6/6/86
ref no. A-46-268

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-133-10
Relating to Exemptions under Section 27156
of the Vehicle Code

REDLINE, INC., A SUBSIDIARY OF IMPAC
REDLINE CARBURETOR CONVERSION KIT NOS. K8624, K8625,
K8661, K8740 AND K8742

Pursuant to the authority vested in the Air Resources Board by Section 27156 of the Vehicle Code; and

Pursuant to the authority vested in the undersigned by Sections 39515 and 39516 of the Health and Safety Code and Executive Order G-45-5;

IT IS ORDERED AND RESOLVED: That the installation of the Redline Carburetor Conversion Kit Nos. K8624, K8625, K8661, K8740 and K8742 manufactured by Redline, Inc. has been found not to reduce the effectiveness of required motor vehicle pollution control devices and, therefore, is exempt from the prohibitions of Section 27156 of the Vehicle Code for the vehicles listed below:

Year(s)	Make	Vehicle Model or Engine Type	Redline Kit No.	Weber Carb. Model No.
1975-1978	Datsun	B210 models	K8624	32/36 DGAV 33B1
~~1979-1982~~	~~Datsun~~	~~210 models~~	~~K8625~~	32/36 DGAV 33B1
1974(1) & earlier	Toyota	2TC engines	K8661	32/34 DFT
1974(2)-1979	Toyota	2TC engines	K8740	32/34 DFT
1970-1974	Toyota	8RC & 18RC engines	K8742	32/34 DFT

(1) production models until June 1974.
(2) production models from July 1974.

The following modifications to the exhaust emission control system are permitted:

Conversion Kit No.	Model Year(s)	Devices Disconnected
K8624	1975-1977	Throttle positioner Dashpot Boost controlled deceleration device (BCCD)

Conversion Kit No.	Model Year(s)	Devices Disconnected
	1978	Throttle positioner Dashpot BCCD Throttle valve switch
K8625	1979	Throttle positioner Throttle valve switch Mixture ratio control valve BCCD
	1980 (M/T)	Throttle valve switch Mixture ratio control valve BCCD
	1980 (Auto)	Mixture ratio control valve BCCD
	1981-1982	Mixture ratio control valve BCCD
K8661	1971-1974	Throttle positioner
K8740	1975-1976	Throttle positioner Auxiliary accelerator pump
	1977-1978	Throttle positioner Auxiliary accelerator pump Choke breaker
	1979	Throttle positioner Auxiliary accelerator pump Choke breaker Second fuel cut solenoid
K8742	1970-1974	Throttle positioner

This Executive Order is conditional on the successful completion of confirmatory emission tests conducted in accordance with the Federal Test Procedures at the Air Resources Board's test facility. If the confirmatory tests show a non-complying condition, Redline, Inc. acknowledges the violation and agrees to recall all listed carburetor models distributed and sold from the date of this Executive Order. Redline agrees to take all appropriate measures to assure that it will be able to locate all carburetor model sold under this E.O. if a recall is necessary.

This Executive Order is valid provided that installation instructions for these conversion kits will not recommend tuning the vehicle to specifications different from those submitted by Redline, Inc.

Changes made to the design or operating conditions of the conversion kits, as exempted by the Air Resources Board, that adversely affect the performance of a vehicle's pollution control system shall invalidate this Executive Order.

Marketing of these conversion kits using an identification other than that shown in this Executive Order or marketing of this device for an application other than those listed in this Executive Order shall be prohibited unless prior approval is obtained from the Air Resources Board. Exemption of a conversion kit shall not be construed as an exemption to sell, offer for sale, or advertise any component of a conversion kit as an individual device.

This Executive Order does not constitute any opinion as to the effect that the use of these conversion kits may have on any warranty either expressed or implied by the vehicle manufacturer.

THIS EXECUTIVE ORDER DOES NOT CONSTITUTE A CERTIFICATION, ACCREDITATION, APPROVAL, OR ANY OTHER TYPE OF ENDORSEMENT BY THE AIR RESOURCES BOARD OF ANY CLAIMS OF THE APPLICANT CONCERNING ANTI-POLLUTION BENEFITS OR ANY ALLEGED BENEFITS OF THE REDLINE, INC. CARBURETOR CONVERSION KIT NOS. K8624, K8625, K8661, K8740 AND K8742.

No claim of any kind, such as "Approved by Air Resources Board" may be made with respect to the action taken herein in any advertising or other oral or written communication.

Section 17500 of the Business and Professions Code makes untrue or misleading advertising unlawful, and Section 17534 makes violation punishable as a misdemeanor.

Section 43644 of the Health and Safety Code provides as follows:

> "43644. (a) No person shall install, sell, offer for sale, or advertise, or, except in an application to the state board for certification of a device, represent, any device as a motor vehicle pollution control device for use on any used motor vehicle unless that device has been certified by the state board. No person shall sell, offer for sale, advertise, or represent any motor vehicle pollution control device as a certified device which, in fact, is not a certified device. Any violation of this subdivision is a misdemeanor."

Any apparent violation of the conditions of this Executive Order will be submitted to the Attorney General of California for such action as he deems advisable.

Executed at El Monte, California, this 30th day of May, 1986.

K. D. Drachand, Chief
Mobile Source Division

INSTALLATION INSTRUCTIONS

WEBER CARBURETORS

READ & UNDERSTAND ALL STEPS OF THESE INSTRUCTIONS BEFORE BEGINNING THIS INSTALLATION. AFTER UNPACKING, EXAMINE THE CARBURETOR AND OTHER COMPONENTS FOR SHIPPING DAMAGE.

THESE INSTRUCTIONS SHOULD BE RETAINED WITH VEHICLE RECORDS AFTER INSTALLATION OF THIS KIT FOR SMOG INSPECTION PURPOSES.

TOYOTA

8 RC Engines (1970-1971)
18 RC Engines (1972-1974)

For Kit Nos. K8742 and 52-51501

Using Weber 32/34 DFT

TOOLS AND EQUIPMENT NEEDED:

Combination, box or open-end wrenches (metric)
Socket Set (Metric)
Screwdrivers (regular and Phillips)
Pliers — Gasket Scraper
Wiping Rags — Cleaning Solvent
Knife — Gasket Sealer
Hi-Temp. Silicone or Permatex Form-a-Gasket #2

PARTS SUPPLIED WITH INSTALLATION KIT

1 — 32/34 DFT Weber Carb.
1 — Air Filter Adaptor
1 — Hardware Kit

NOTE: A new fuel filter should be installed with this kit.

TUNE-UP SPECIFICATIONS

All tune-up specifications for the Weber Carburetor remain the same as those specified by the Factory for the original unit. Emissions tune-up should be carried out by a suitably qualified Dealer or Independent garage, using infrared gas analyzing equipment.

N TE: Late model vehicles fitted with Emission Control Systems have many vacuum lines and electrical connections in their fuel systems. It is essential when dismantling, that disconnected lines should be identified with a corresponding number tag or label system. To establish function, locate and identify the source of each line. Use the under hood emissions diagram or the factory service manual for reference when identifying hoses.

1. Remove the vehicle's gas cap.
2. Disconnect the battery.
3. Remove the air filter assembly and attached components. Use the under hood emissions diagram or a factory service manual for proper identification of hoses.
4. Disconnect all vacuum hoses attached to the carburetor. Use the under hood emissions diagram or a factory service manual for proper identification of hoses.
5. Disconnect the fuel line from the stock carburetor. Plug the end of the fuel line to prevent leakage.
6. Disconnect the throttle linkage and (if equipped) the automatic transmission kickdown linkage from the stock carburetor.
7. Disconnect the EGR tube by sliding the red silicone hose toward the EGR valve.
8. Remove the carburetor mounting nuts and carefully remove the carburetor, heat spacer and gaskets from the intake manifold. Insert a clean rag in the intake manifold ports.
9. Remove the four carburetor mounting studs from the intake manifold. **NOTE:** For correct stud removal or installation, use a stud removal/installation tool; or the "double-nut" method. DOUBLE-NUT METHOD: Install two nuts approximately 1/4 way down the stud. Lock the nuts together. Using the correct size wrench, turn the **lower** nut for removal and the **upper** nut for installation.

This kit is sold under the provisions of California Air Resources Board Executive Order No. D-133-10A (C.A.R.B.E.O. No. D-133-10A) Products with C.A.R.B.E.O. numbers are exempt from the prohibitions of Section 27156 of the California Vehicle Code. Performance kits so noted are legal for use on public highways in California.

INSTALLATION

10. After the four studs are removed, thoroughly clean the carburetor mounting surface.

11. Remove the two choke heater pipes from the intake manifold and plug the holes with the two 8mm bolts supplies in the kit. *(FIG. A)*

12. Use the correct size open end wrench to turn the PCV fitting on the intake manifold to the 10 o'clock position. *(FIG. A)*

13. Cut the EGR tube 3 1/2" from the fitting. *(FIG. B)*

14. Remove the throttle linkage rod from the brackets on the valve cover. Drill out the 7mm throttle ball from the linkage end. Using the bolt and nyloc nut, supplied in the kit, install the throttle linkage rod end. Reinstall the linkage rod in the stock brackets on the valve cover.

15. Cut the stock fuel line 2" from the fitting. *(FIG. C)*

16. Install the new carburetor mounting studs from the kit into the intake manifold using the locking compound supplied. After the studs are installed, remove the rags from the intake manifold ports. **NOTE:** Refer to step #9 for proper stud installation.

17. Install the smaller of the two gaskets from the kit on the intake manifold flange. *(FIG. D)*

18. Install the heat spacer and remaining gasket as shown in FIG. D. **NOTE:** The heat spacer has tapered holes which must match the intake manifold on the bottom and the carburetor on the top.

19. Remove the EGR adapter tube from the kit. Scribe a line around the tube 1/2" up from the end that inserts into the carburetor heat spacer. *(the end with the shorter straight section).*

20. Apply sealant around the tube from the end to the scribed line. *(1/2")*

21. Insert the tube into the heat spacer until the scribed lined is flush with the side of the heat spacer. Rotate the tube to align with the original EGR tube. *(FIG. E)*

22. Connect the two EGR tubes together with the original red silicone hose and clamps.

23. Install the Weber carburetor with the choke assembly facing towards the firewall.

24. Secure the carburetor in place using the lockwashers and mounting nuts supplied in the kit. Tighten the nuts in a criss-cross pattern to prevent warpage. **CAUTION: DO NOT OVER TIGHTEN THE NUTS. MAX. TORQUE SHOULD NOT EXCEED 7 FT. LBS.**

25. Reconnect the throttle linkage to the carburetor. Adjust the linkage rod by loosening the jam nuts and rotating the rod into both rod ends at the same time. **NOTE:** One rod end is right hand threads and one is left hand threads. *(FIG. F)*

26. Once the throttle rod has been properly adjusted to allow for full throttle operation, lock the two jam nuts in place. **CAUTION: CHECK THROTTLE OPERATION FOR FREE MOVEMENT. IF THERE IS ANY INDICATION OF STICKING OR BINDING, CORRECT AS NECESSARY BEFORE PROCEEDING.**

27. Install the automatic transmission kickdown linkage on the ball end of the carburetor throttle lever.

28. Connect the wire loom from the kit to the choke element and idle cutoff solenoid of the Weber carburetor. Connect the remaining end of the wire loom to the original idle cuttoff solenoid wire.

29. Install the fuel hose supplied in the kit to the stock fuel line and Weber carburetor fuel inlet, using the clamps provided.

30. Cut the vacuum hose connected to the EGR valve from the Emissions Control Box approximately 1/2 way between the two devices. Install the black and gold delay valve from the kit in the hose with the **GOLD** side facing towards the EGR valve.

30. Connect the EGR vacuum hose from the Emissions Control Box to the EGR port on the Weber carburetor. *(FIG. G)*

31. Connect the Vacuum Advance hose from the Emissions Control Box to the Vacuum Advance port on the Weber carburetor. *(FIG. G)*

32. Install the 3/8" hose supplied in the kit to the PCV valve and PCV fitting on the manifold. Secure the hose in place using the clamps provided.

33. Install the air filter adapter and gasket on the Weber carburetor using the allen bolts provided to secure it in place. Remove the stock air filter stud from the original carburetor and install it in the adapter.

34. Reinstall the stock air filter assembly on the Weber carburetor using the stock wing nut to secure it in place. Reconnect the air filter hoses.

35. Reconnect the battery and reinstall the gas cap.

36. Start the engine and check for fuel and vacuum leaks. Correct as necessary BEFORE proceeding.

37. Adjust idle speed, fast idle speed and idle mixture to factory specifications. Idle speed and mixture instructions are attached to the carburetor.

38. **CHECK FOR ADEQUATE HOOD CLEARANCE BEFORE CLOSING THE HOOD.**

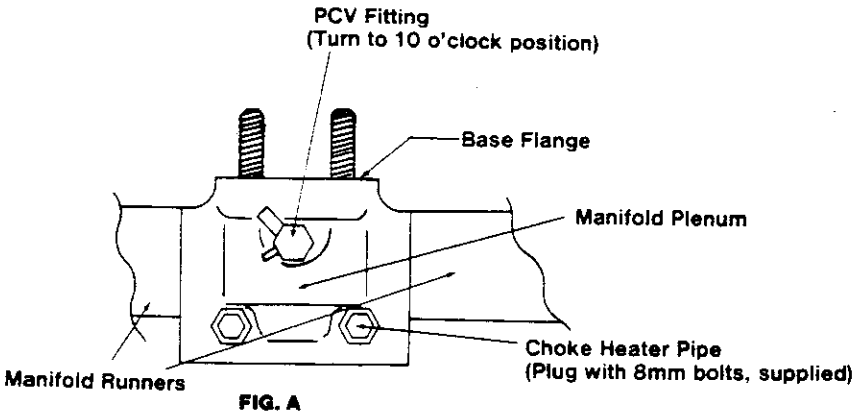


FIG. A

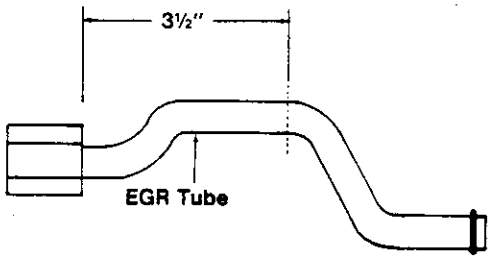


FIG. B

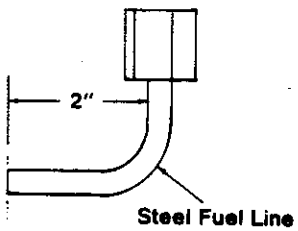


FIG. C

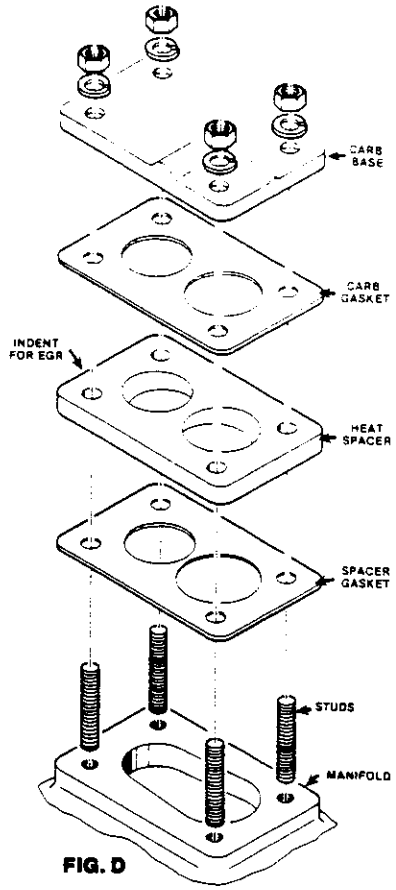


FIG. D

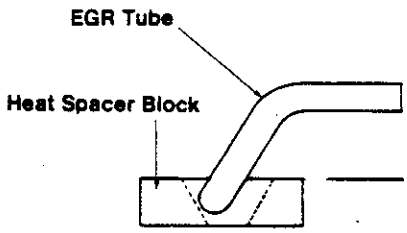
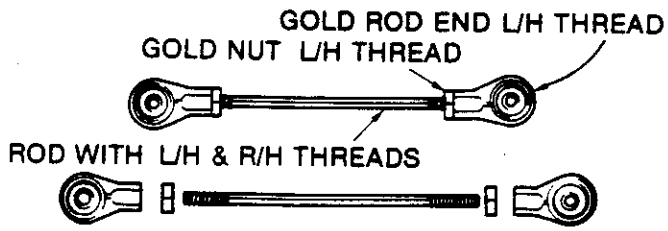


FIG. E



Assemble adjustable linkage rods as shown. Gold nuts and rod ends have left hand threads.

FIG. F

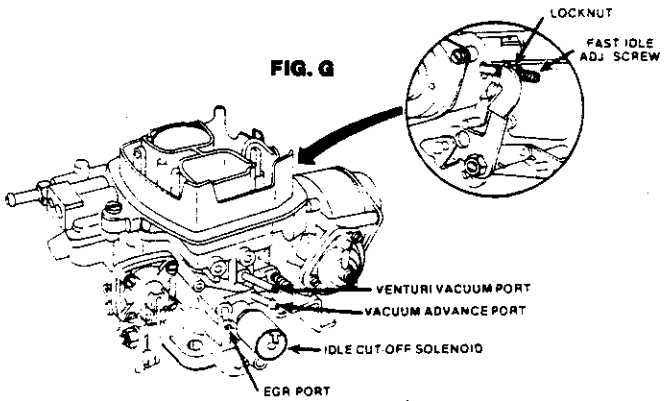


FIG. G

INSTALLATION INSTRUCTIONS

WEBER CARBURETORS

READ & UNDERSTAND ALL STEPS OF THESE INSTRUCTIONS BEFORE BEGINNING THIS INSTALLATION. AFTER UNPACKING, EXAMINE THE CARBURETOR AND OTHER COMPONENTS FOR SHIPPING DAMAGE.

THESE INSTRUCTIONS SHOULD BE RETAINED WITH VEHICLE RECORDS AFTER INSTALLATION OF THIS KIT FOR SMOG INSPECTION PURPOSES.

TOYOTA

2TC ENGS.

FOR KIT NOS. K8661, 52-51503 ('71-'74)
K8740, 52-51504 ('75-'79)
USING (1) WEBER 32/34 DFT CARBURETOR

TOOLS AND EQUIPMENT NEEDED

Combination, box or open-end wrenches (metric)
Socket Set (metric)
Screwdrivers (regular and Phillips)
Pliers
Wiping Rags
Knife
Allen Wrenches
Gasket Scraper
Cleaning Solvent
Gasket Sealer

PARTS SUPPLIED WITH INSTALLATION KIT:

1 - 32/34 DFT Weber Carburetor
1 - Air Filter Adaptor
1 - Hardware Kit

NOTE: A new fuel filter should be installed with this kit.

TUNE-UP SPECIFICATIONS

All tune-up specifications for the Weber Carburetor remain the same as those specified by the Factory for the original unit. Emissions tune-up should be carried out by a suitably qualified Dealer or Independent garage, using infrared gas and analyzing equipment.

NOTE: Late model vehicles fitted with Emission Control Systems have many vacuum lines and electrical connections in the fuel systems. It is essential when dismantling, that disconnected lines should be identified with a corresponding number tag or label system. To establish function, locate and identify the source of each line. Use the under hood emissions diagram, or a factory service manual for reference when identifying hoses. (Modified vacuum diagrams showing the Weber installation are provided in these instructions)

DISASSEMBLY

1. Remove the vehicle's gas cap.
2. Disconnect the battery.
3. Remove the air filter assembly and attached components. Use the under-hood emissions diagram or the factory service manual to identify hoses for correct reassembly.
4. Remove all vacuum hoses attached to the carburetor. Use the under-hood emissions diagram or the factory service manual for reference when identifying and tagging hoses.
5. Disconnect the fuel line from the stock carburetor. Plug the end of the fuel line to prevent leakage.

This is sold under the provisions of California Air Resources Board Executive Order No. D-133-10A (C.A.R.B. E.O. No. D-133-10A) Products with C.A.R.B. E.O. numbers are exempt from the prohibitions of Section 27156 of the California Vehicle Code. Performance kits so noted are legal for use on public highways in California.

6. '71-'74 **VEHICLES ONLY:** Disconnect the choke heat riser tube from the stock carburetor. Use the plug provided in the kit to plug-off the tube. (It will not be used with the Weber carburetor.)

7. Disconnect any electrical wires from the carburetor. Identify and tag each wire for correct reassembly.

8. Disconnect the stock throttle linkage. **NOTE:** Vehicles with automatic transmissions must also remove the pin that activates the transmission kickdown cable. Retain the pin for use later.

9. Remove the carburetor mounting nuts and carefully lift the carburetor and attached components off the intake manifold. Remove the gaskets and heat spacer. Insert a clean rag in the intake manifold ports.

10. Remove the stock carburetor mounting studs from the intake manifold. **NOTE:** For correct stud removal or installation, use a stud removal/installation tool; or the "double-nut" method. **DOUBLE-NUT METHOD:** Install two nuts approximently 1/4 way down the stud. Lock the nuts together. Using the correct size wrench turn the lower nut for removal and the upper nut for installation.

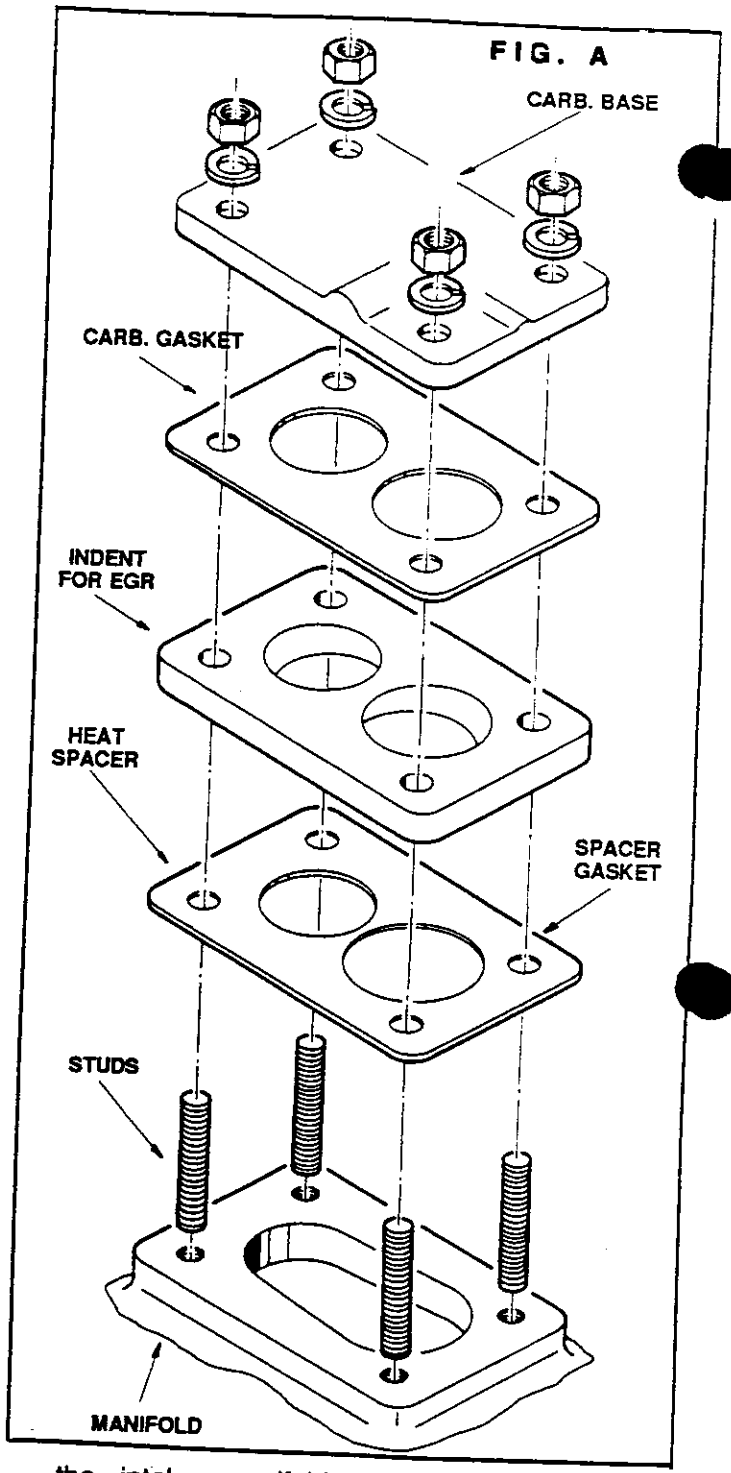
11. Clean the carburetor mounting surface of the intake manifold.

INSTALLATION

12. '71-'74 **VEHICLES:** Install the new carburetor mounting studs, supplied in the kit, into the intake manifold. **(USE THE THREAD LOCKING COMPOUND SUPPLIED IN THE KIT TO INSTALL THE STUDS.)** Remove the rags from the intake ports and install the flange gaskets and heat spacer as shown in **FIG. A.**

13. '75-'79 **VEHICLES:** Install the two long studs (50 mm), provided in the kit, into the intake manifold locations on the "valve cover" side of the manifold. Install two of the 40 mm studs into the remaining intake manifold locations. Install the remaining two studs into the threaded holes of the adapter (supplied in the kit.) **(FIG. B) USE THE THREAD LOCKING COMPOUND SUPPLIED IN THE KIT TO INSTALL THE STUDS.**

14. '75-'79 **VEHICLES**: Remove the rags from the intake manifold ports and install the larger of the two flange gaskets (supplied in the kit) on the intake manifold. Install the carburetor adapter and remaining flange gasket as shown in **FIG. B.**



15. Install the Weber carburetor with the choke assembly facing the **FRONT** of the vehicle.

16. '71-'74 **VEHICLES:** Install the lockwashers and carburetor mounting nuts and hand tighten in place. Tighten down the mounting nuts in a diagonal pattern, using a suitable wrench.

'75-'79 **VEHICLES:** Install the lockwashers and carburetor mounting nuts and hand tighten in place. Tighten down the mounting nuts as shown in **FIG. C**, using a suitable wrench.

CAUTION: DO NOT OVER-TIGHTEN CARBURETOR MOUNTING NUTS. MAX. TORQUE SHOULD NOT EXCEED 7 FT. LBS.

17. Reconnect the throttle linkage to the Weber carburetor. Install the automatic transmission kickdown pin (if equipped), and reconnect the kickdown cable to the Weber carburetor. **CHECK THROTTLE OPERATION FOR FREE MOVEMENT. IF THERE IS ANY INDICATION OF STICKING OR BINDING, CORRECT AS NECESSARY <u>BEFORE</u> PROCEEDING.**

18. Install the wire and heat shrink tubing, supplied in the kit, on the choke and idle cutoff solenoid terminals. Connect the remaining end of the wire to the "hot" terminal of the original idle cutoff solenoid connector. Once the wires are all connected, slide the heat shrink tubing over the terminals. Using a **NON-FLAMABLE** heat source, heat the tubing until a good seal has been made.

19. Install the new fuel hose (supplied in the kit) from the stock fuel filter to the fuel inlet fitting of the Weber carburetor. Use the clamps provided to secure the hose in place. **NOTE:** A new fuel filter is recommended to be installed at this time. If your car is not equipped with a filter, one should be installed between the fuel pump and carburetor. **(CAUTION: FUEL FILTER SHOULD BE LOCATED IN A PLACE WHERE LINKAGE AND HEAT WILL NOT AFFECT IT.)**

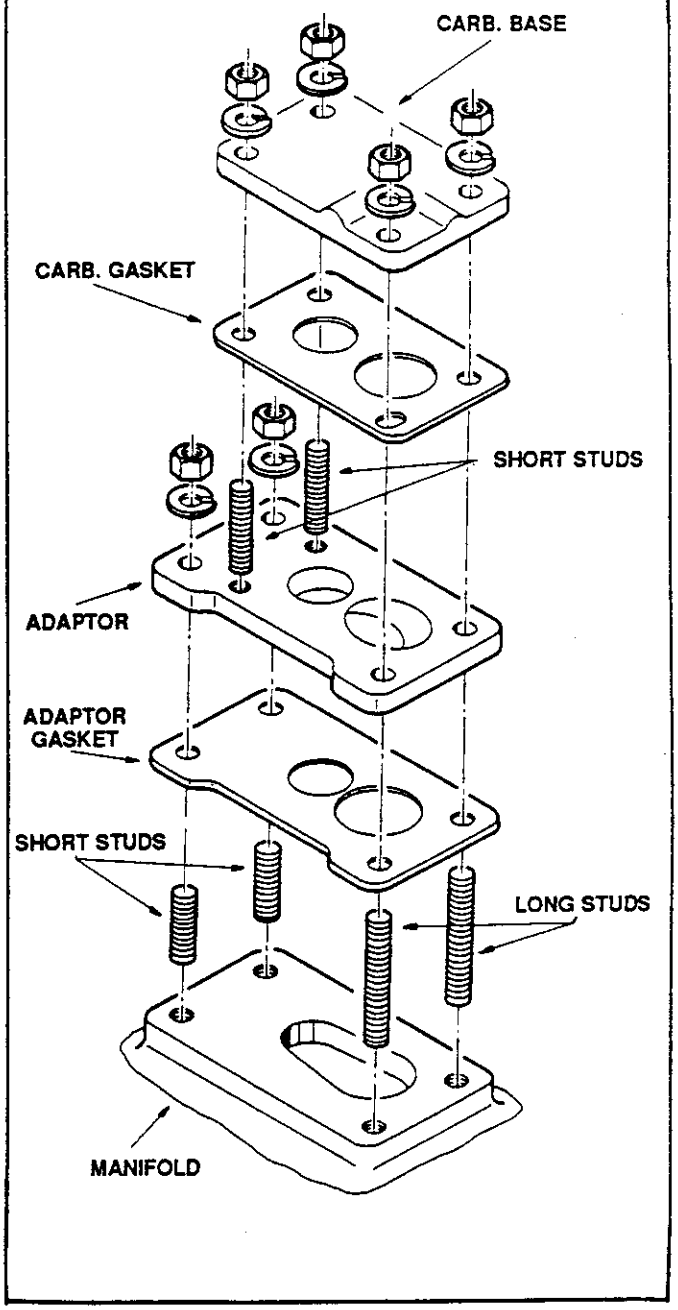
20. **VEHICLES WITH FUEL RETURN LINE ONLY:** Remove the threaded plug located directly under the fuel inlet fitting of the Weber carburetor. **(FIG. D)** Install the barbed fitting, supplied in the kit, where the plug was located. Connect the stock fuel return line to the barbed fitting, using the hose and clamps provided in the kit. (FUEL RETURN LINE CAN BE FOUND ON THE RIGHT SIDE OF THE VEHICLE.)

21. **'78-'79 VEHICLES WITH CHARCOAL CANISTER VENT HOSES ONLY:** Remove the plug from the 90 degree elbow fitting on the front of the carburetor. Install the 3/8" barbed fitting into the elbow and tighten in place. **(FIG. D)** Connect the stock hose to the fitting and secure in place using a clamp from the kit.

2. Refer to the following vacuum diagrams for hose routing information pertaining to your specific vehicle.

FIG. E = '71-'72 VEHICLES
FIG. F = '73 VEHICLES

FIG. B

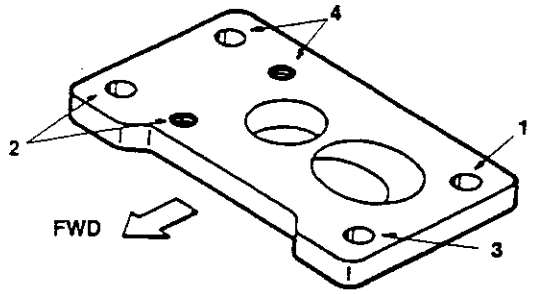


22. Cont'd

FIG. G = '74 VEHICLES
FIG. H = '75-'76 VEHICLES
FIG. I = '77 VEHICLES
FIG. J = '78 VEHICLES
FIG. K = '79 VEHICLES

23. Install the air filter adapter gasket on the Weber carburetor. Using the allen bolts provided, install the air filter adapter and secure it in place.

ADAPTER PLATE TIGHTENING SEQUENCE FIG. C



24. Remove the air filter mounting stud from the original carburetor and install it in the adapter.

25. **'71-'74 VEHICLES;** Install the stock air filter assembly using **TWO** nylon spacers, from the kit, under both of the valve cover mounts. Secure in place using bolts from the kit.

26. **'75-'79 VEHICLES:** Install the stock air filter assembly using **ONE** nylon spacer under the **FRONT** valve cover mount. Secure in place using the bolts from the kit.

27. Reconnect the air filter hoses disconnected in step #3.

28. Reconnect the battery and reinstall the gas cap.

29. Start the engine and check for fuel and vacuum leaks. Correct as nessary **BEFORE** proceeding.

30. Adjust the idle speed, fast idle speed and idle mixture to factory specifications.

NOTE: IDLE SPEED AND IDLE MIXTURE INSTRUCTIONS ARE ATTACHED TO THE CARBURETOR. FAST IDLE ADJUSTMENT IS LOCATED AT THE END OF THESE INSTRUCTIONS.

31. Install the Weber vacuum diagram notification label next to the stock vacuum diagra, label found under the hood.

32. **CHECK FOR ADEQUATE HOOD CLEARANCE BEFORE CLOSING THE HOOD.**

WEBER MODEL DFT FAST IDLE ADJUSTMENT: With the engine warmed up and **Off**, open the throttle and manually engage the choke by closing the choke plates (butterflies). Release the throttle then the choke plates. The fast idle cam should be activated and the fast idle speed screw should be positioned on the cam shoulder. Start the engine **Do not depress the throttle pedal or choke will become inoperative.** To adjust the fast idle speed, loosen the locknut and turn the fast idle screw in (clockwise) to decrease speed. Once fast idle speed is set, tighten the locknut in place.

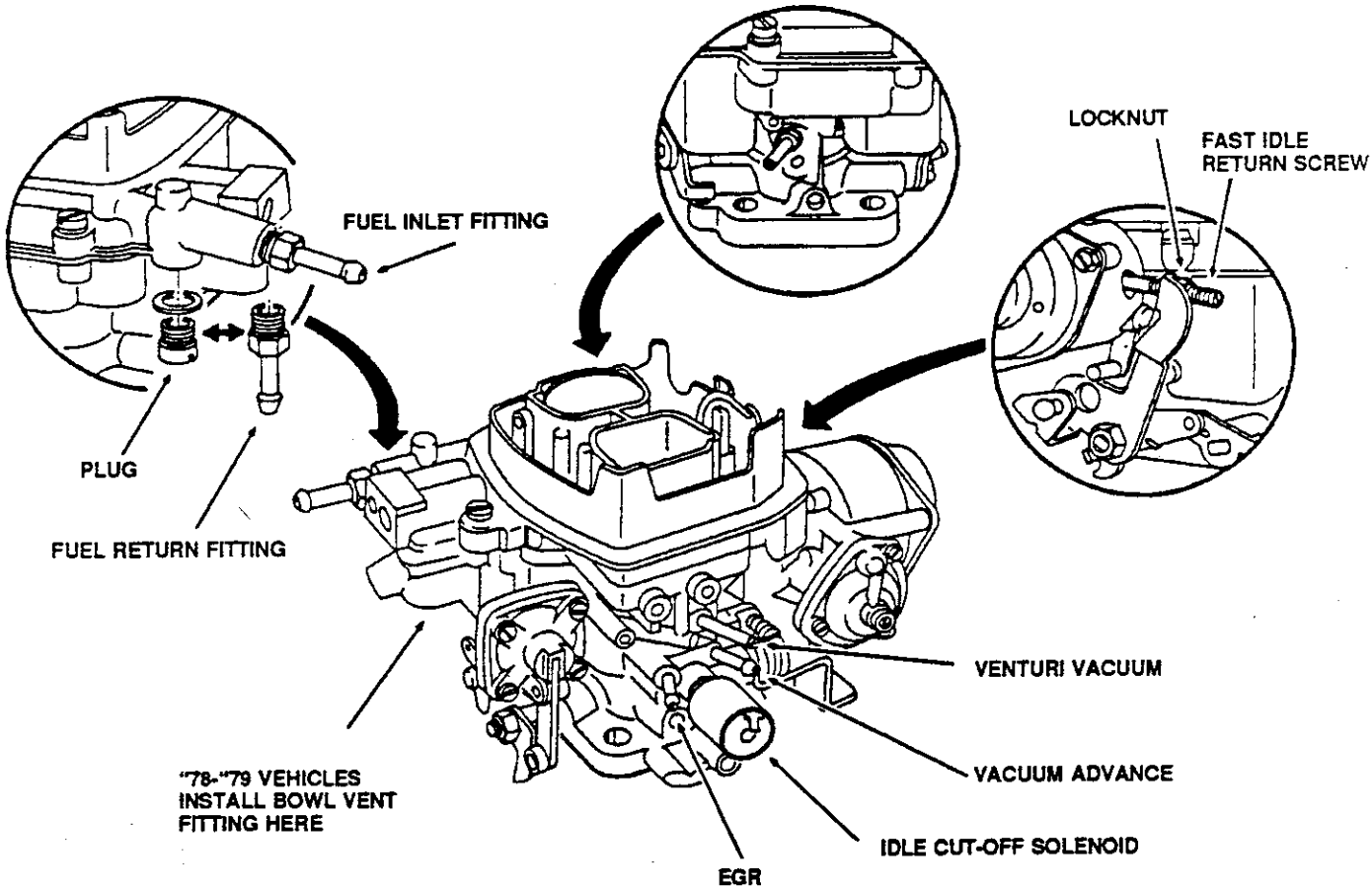
If after these instructions, you require further assistance, please call the Weber Tech. Service Dept. at the phone numbers listed below, during normal business hours.

1-800-WEBER US (OUTSIDE CA)
(932-3787)

1-800-WEBER CA (CA ONLY)
(932-3722)

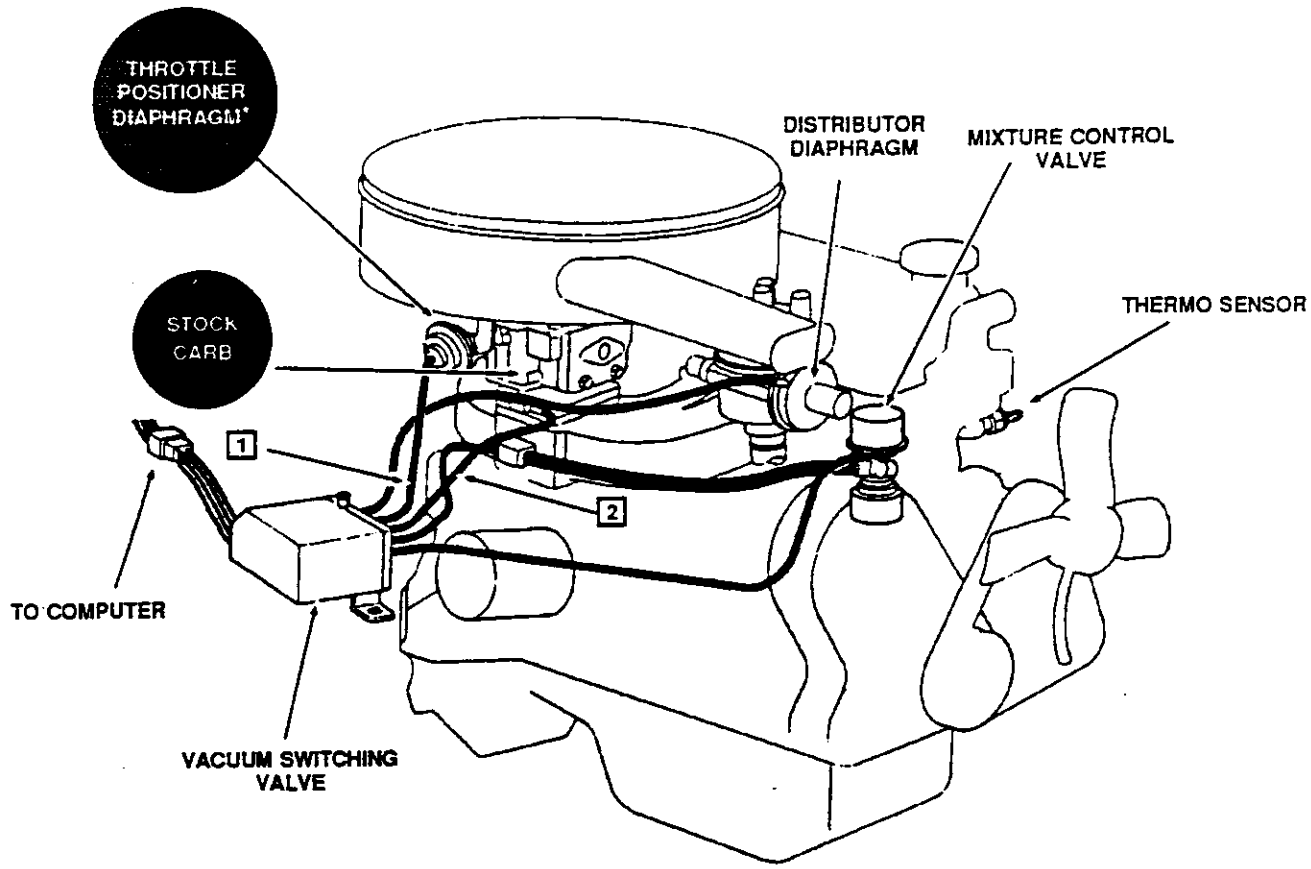
UNIVERSAL DFT

FIG. D



'71 - '72 TOYOTA 2TC ENG. (50 STATES)

FIG. E
K8661,52-51503



* DEVICE MAY BE REMOVED WITH CARBURETOR

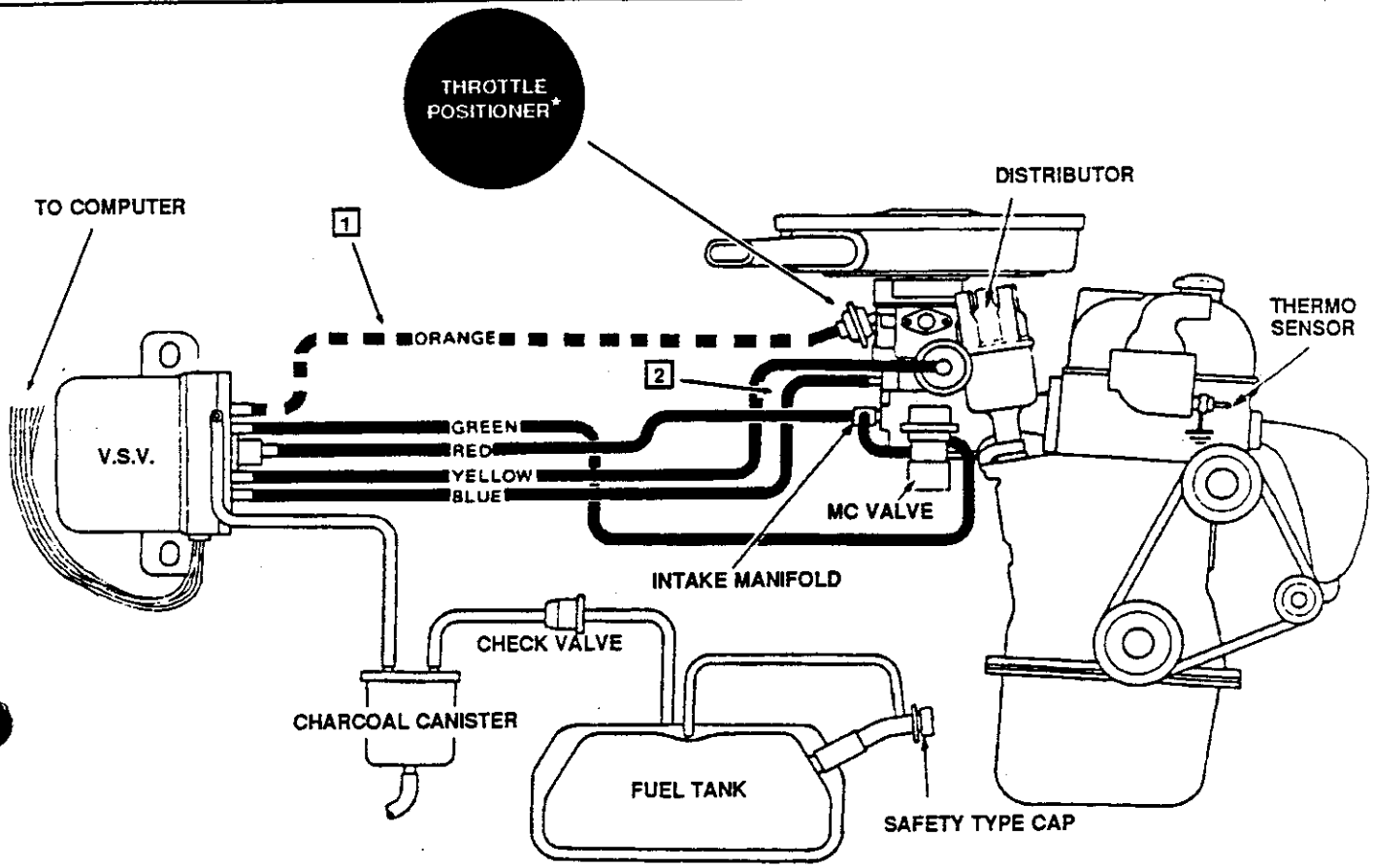
ALL DEVICES CIRCLED SHOULD BE DISCONNECTED AND REMOVED.
NUMBERED ☐'S ON THE ILLUSTRATION CORRESPOND TO THE APPROPRIATE STEPS LISTED BELOW.

1. Remove the hose originally connected to the throttle positioner diaphragm. Plug off the vacuum switching valve port using the rubber cap plug from the kit.

2. Connect the hose originally attached to the base of the stock carburetor to the Weber vacuum advance port. **(See Fig. D for port location)**

AFTER COMPLETEING THESE STEPS, RETURN TO STEP #23 OF THE KIT INSTRUCTIONS

'73 TOYOTA 2TC ENG. (CAL)	FIG. F K8661,52-51503



* DEVICE MAY BE REMOVED WITH CARBURETOR

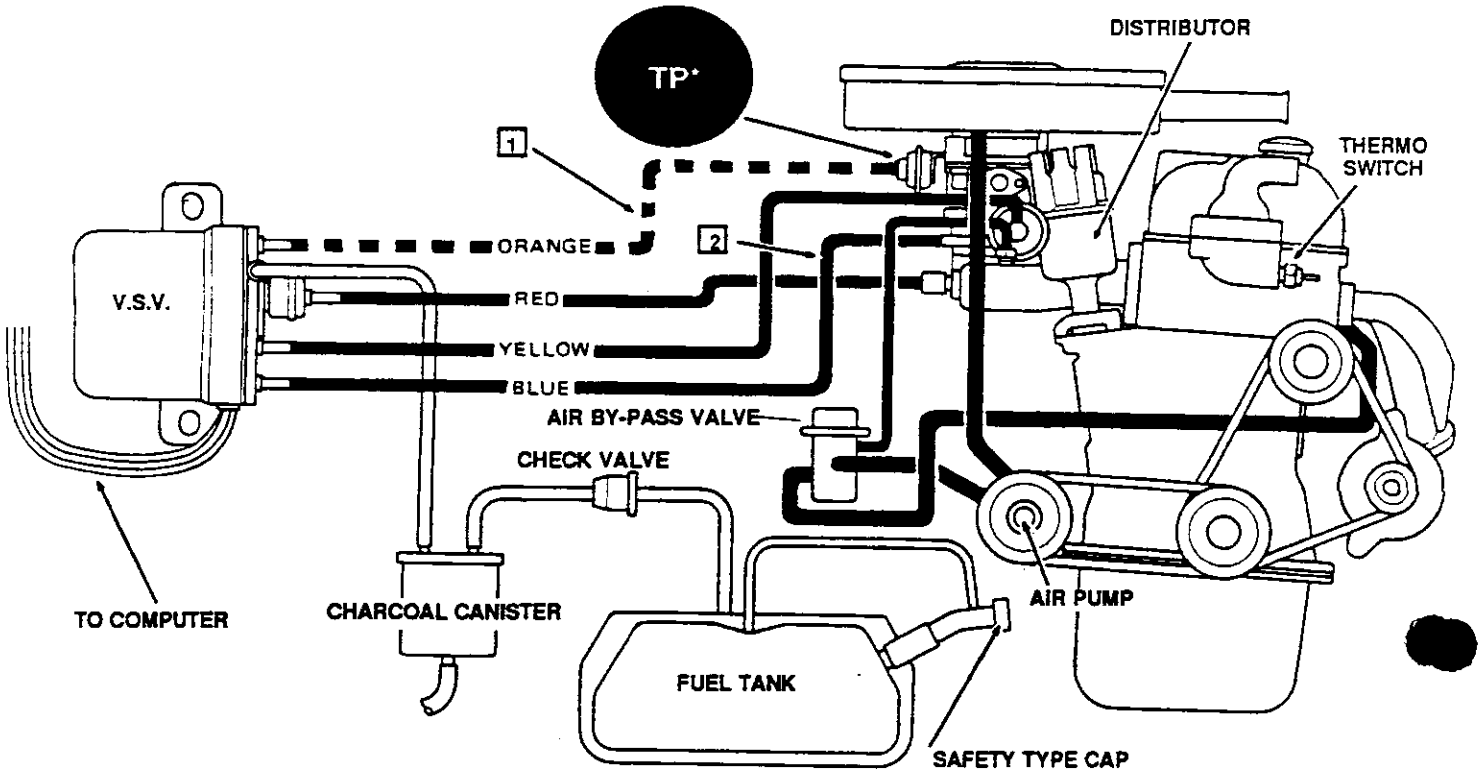
ALL DEVICES CIRCLED SHOULD BE DISCONNECTED AND REMOVED.
NUMBERED ☐ 'S ON THE ILLUSTRATION CORRESPOND TO THE APPROPRIATE STEPS LISTED BELOW.
DASHED LINES REPRESENT VACUUM HOSES WHICH ARE REMOVED.

1 Remove the orange hose originally connected to the throttle positioner diaphragm. Plug off the vacuum switching valve port using the rubber cap plug from the kit.

2 Connect the blue hose from the vacuum switching valve to the Weber vacuum advance port. **(See FIG. D for port location)**

AFTER COMPLETEING THESE STEPS, RETURN TO STEP #23 OF THE KIT INSTRUCTIONS

'74 TOYOTA 2TC ENG. (CAL)	FIG. G K8661,52-51503



* DEVICE MAY BE REMOVED WITH CARBURETOR

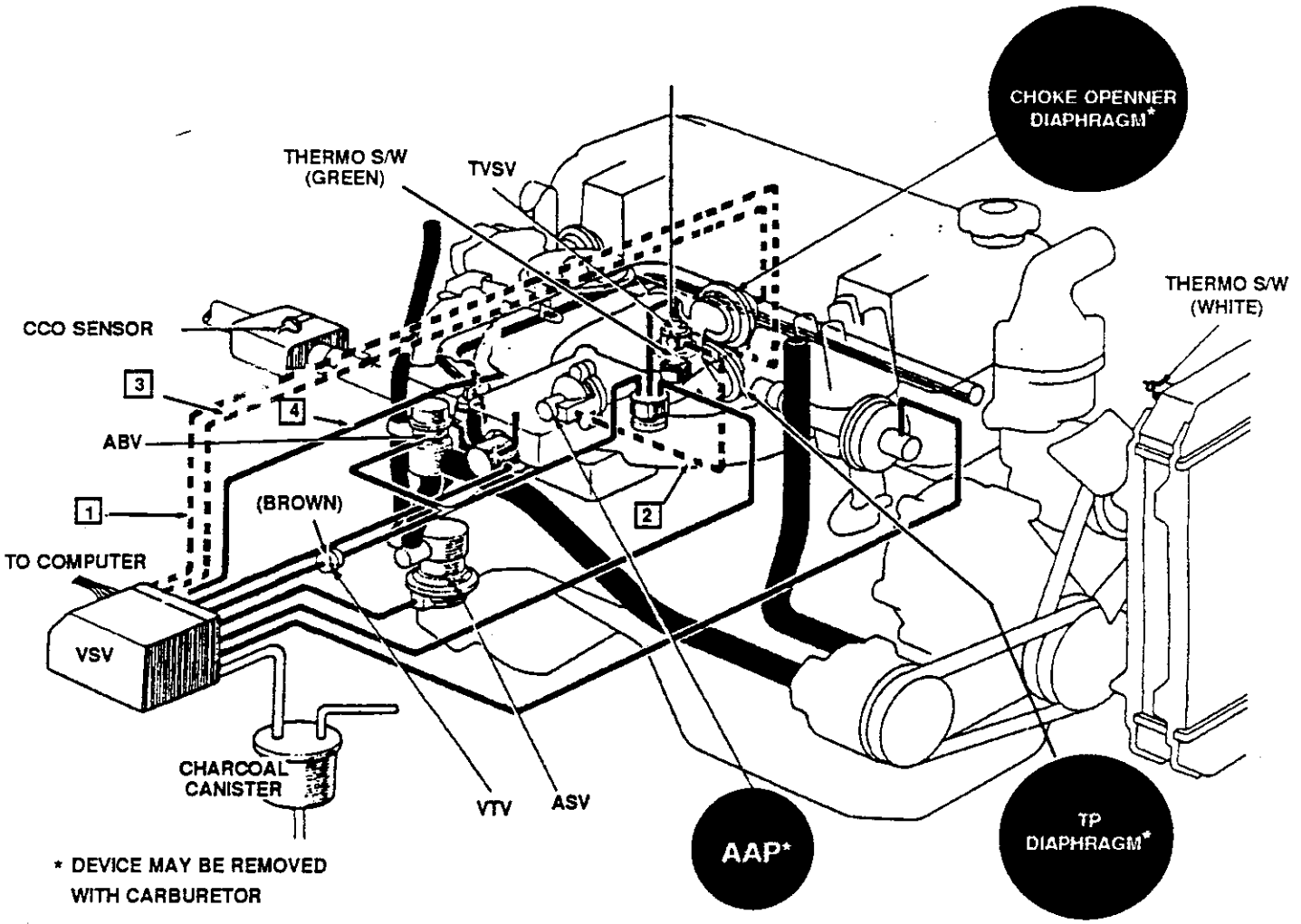
ALL DEVICES CIRCLED SHOULD BE DISCONNECTED AND REMOVED.
NUMBERED ☐ 'S ON THE ILLUSTRATION CORRESPOND TO THE APPROPRIATE STEPS LISTED BELOW.
DASHED LINES REPRESENT VACUUM HOSES WHICH ARE REMOVED.

1. Remove the orange hose originally connected to the throttle positioner diaphragm. Plug off the vacuum switching valve port using the rubber cap plug from the kit.

2. Connect the blue hose from the VSV to the Weber vacuum advance port. **(See FIG. D for port location)**

AFTER COMPLETEING THESE STEPS, RETURN TO STEP #23 OF THE KIT INSTRUCTIONS

'75 - '76 TOYOTA 2TC ENG. (CAL)	FIG. H K8740,52-51504



ALL DEVICES CIRCLED SHOULD BE DISCONNECTED AND REMOVED.
NUMBERED ☐'S ON THE ILLUSTRATION CORRESPOND TO THE APPROPRIATE STEPS LISTED BELOW.
DASHED LINES REPRESENT HOSES WHICH ARE REMOVED.

1. Remove the hose originally connected to the throttle positioner diaphragm. Plug off the vacuum switching valve port using the rubber cap plug from the kit.

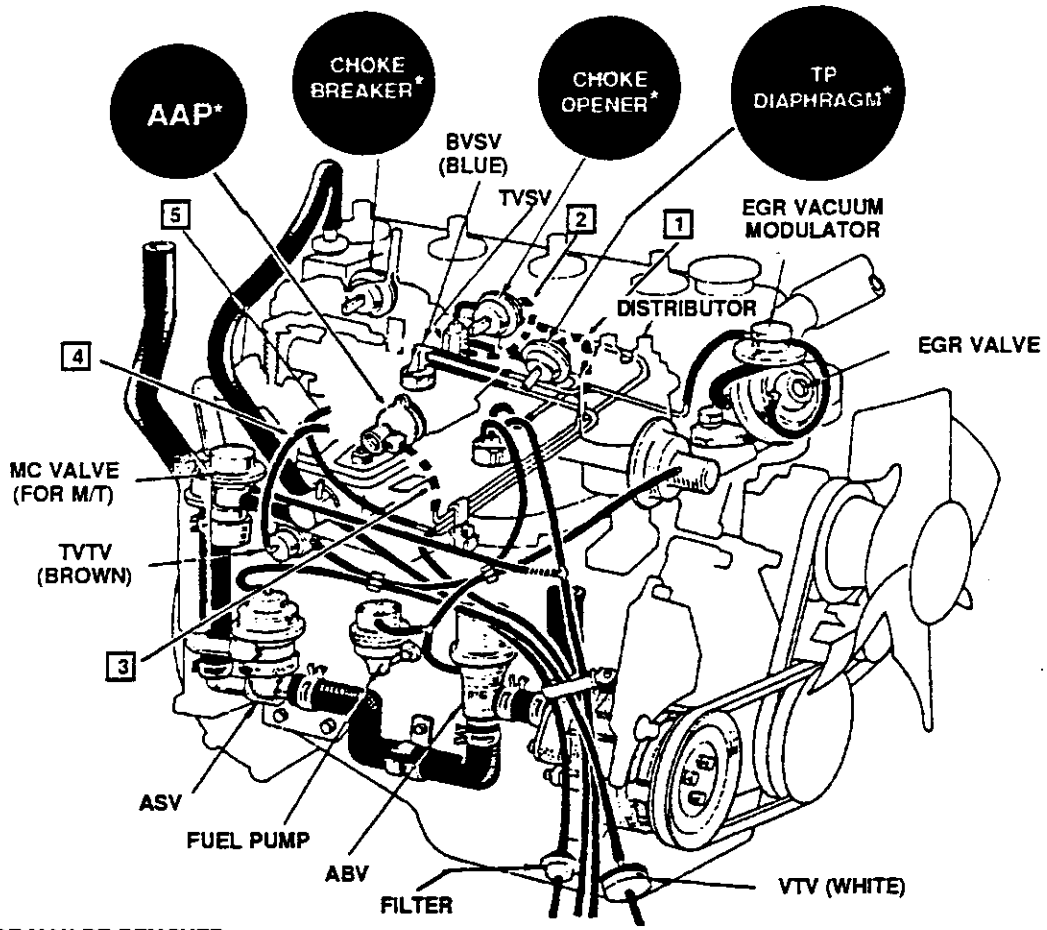
2. Remove the hose originally connected to the AAP from the TVSV. Plug off the TVSV port using a rubber plug from the kit.

3. Remove the hose originally connected to the choke opener diaphragm from the VSV. Plug off the VSV port using a rubber plug from the kit.

4. Connect the hose originally attached to the "advancer port" on the stock carburetor to the Weber "vacuum advance port". **(See Fig. D for port location)**

AFTER COMPLETEING THESE STEPS, RETURN TO STEP #23 OF THE KIT INSTRUCTIONS

'77 TOYOTA 2TC ENG. (CAL)	FIG. I K8740,52-51504



* DEVICE MAY BE REMOVED WITH CARBURETOR

ALL DEVICES CIRCLED SHOULD BE DISCONNECTED AND REMOVED.
NUMBERED ☐ 'S ON THE ILLUSTRATION CORRESPOND TO THE APPROPRIATE STEPS LISTED BELOW.
DASHED LINES REPRESENT HOSES WHICH ARE REMOVED.

1. Remove the hose originally connected to the throttle positioner diaphragm. Plug off the vacuum switching valve port using the rubber cap plug from the kit.

2. Remove the hose originally connected to the choke opener from the lower port of the TVSV. Plug off the TVSV port using a rubber cap plug from the kit.

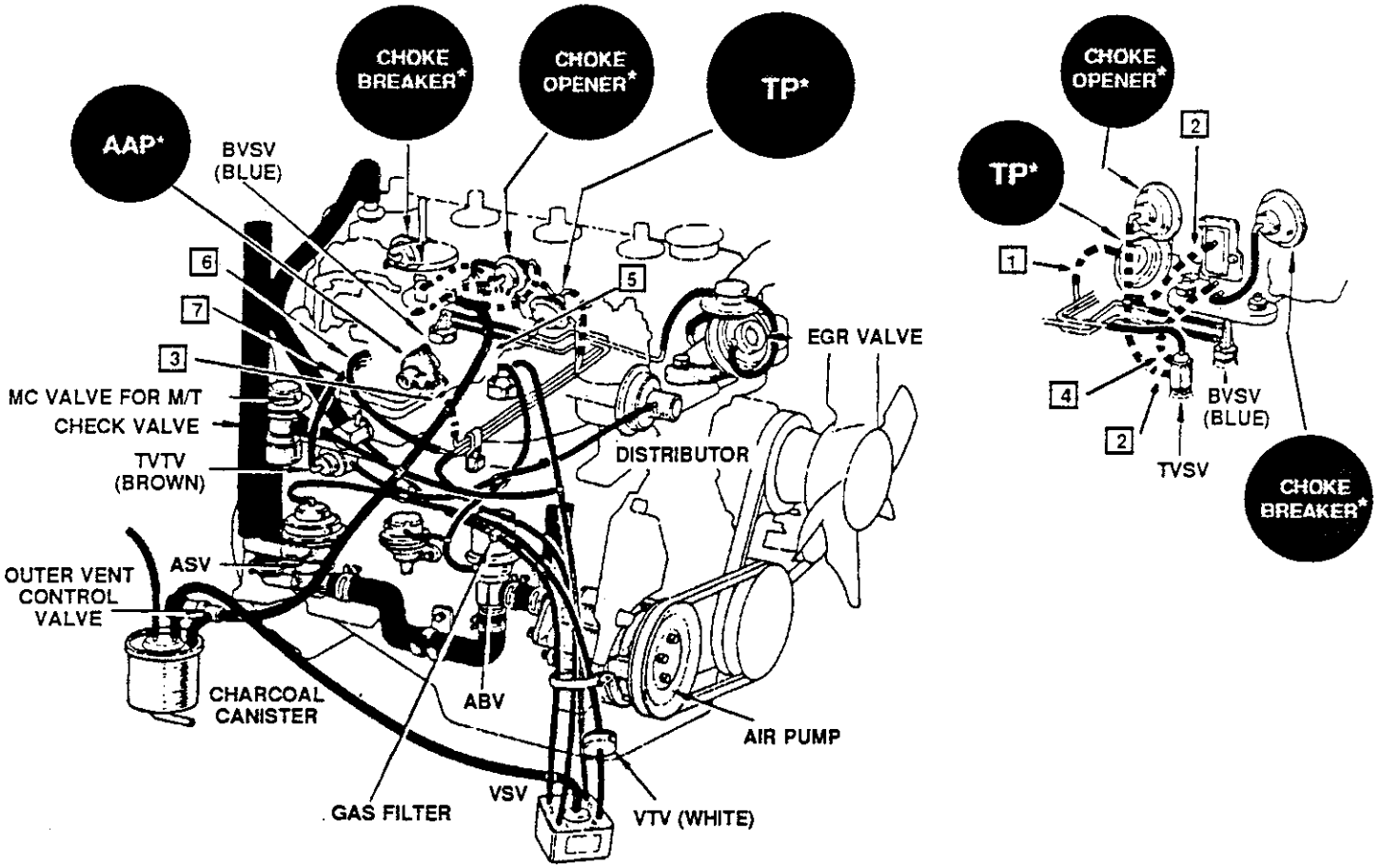
3. Remove the hose originally connected to the AAP from the metal line. Plug off the metal line using a rubber cap from the kit.

4. Connect the hose originally attached to the "advancer port" on the stock carburetor to the Weber "vacuum advance port". **(See Fig. D for port location)**

5. Connect the hose originally attached to the "EGR port" on the stock carburetor to the Weber "EGR port". **(See D for port location)**

AFTER COMPLETION OF THESE STEPS, RETURN TO STEP #23 OF THE KIT INSTRUCTIONS.

'78 TOYOTA 2TC ENG. (CAL)	FIG. J K8740,52-51504



* DEVICE MAY BE REMOVED WITH CARBURETOR

ALL DEVICES CIRCLED SHOULD BE DISCONNECTED AND REMOVED.
NUMBERED ☐ 'S ON THE ILLUSTRATION CORRESPOND TO THE APPROPRIATE STEPS LISTED BELOW.
DASHED LINES REPRESENT HOSES WHICH ARE REMOVED.

1. Remove the hose originally connected to the diaphragm from the metal line. Plug off the metal line using a rubber cap plug from the kit.

2. Remove the hose originally connected to the choke opener from the carburetor and lower port of the TVSV. Plug off the TVSV port using a rubber cap from the kit.

3. Remove the hose originally connected to the AAP from the metal line. Plug off the metal line with a rubber cap plug from the kit.

4. Remove the hose originally connected to the middle port of the TVSV from the carburetor. Plug off the TVSV using a rubber cap plug from the kit.

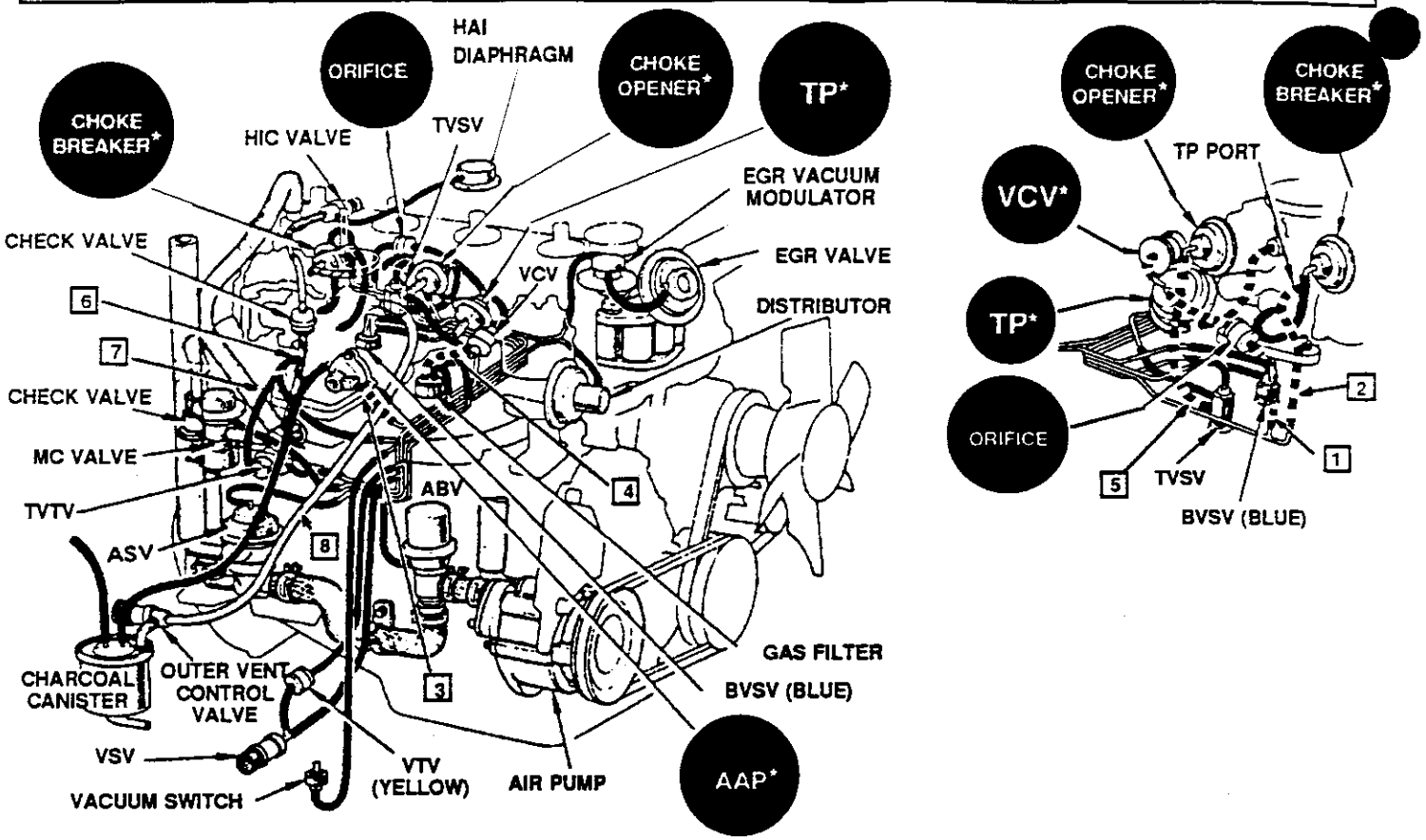
5. Connect the charcoal canister hose to the Weber bowl vent fitting. **(See Fig. D for fitting location)**

6. Connect the hose originally attached to the "EGR port" on the stock carburetor to the "EGR port" on the Weber carburetor. **(See fig. D for port location)**

7. Connect the hose originally attached to the "advance port" on the stock carburetor to the "vacuum advance port" on the Weber carburetor. **(See Fig. D for port location)**

AFTER COMPLETEING THESE STEPS, RETURN TO STEP #23 OF THE KIT INSTRUCTIONS

'79 TOYOTA 2TC ENG. (CAL)	FIG. K K8740,52-51504



* DEVICE MAY BE REMOVED WITH CARBURETOR

ALL DEVICES CIRCLED SHOULD BE DISCONNECTED AND REMOVED.
NUMBERED ☐ 'S ON THE ILLUSTRATION CORRESPOND TO THE APPROPRIATE STEPS LISTED BELOW.
DASHED LINES REPRESENT HOSES WHICH ARE REMOVED.

1. Remove the hose and orifice (check valve) originally connected to the TP diaphragm from the metal line. Plug off the metal line using a rubber cap plug from the kit.

2. Remove the vacuum line originally connected to the TP port of the carburetor from the metal line. Plug off the metal line using a rubber cap plug from the kit.

3. Remove the hose originally connected to the AAP from the metal line. Plug off the metal line using a rubber cap plug from the kit.

4. Remove the hose originally connected to the VCV from the filter. Plug off the port on the filter using a rubber cap plug from the kit.

5. Remove the hose originally connected to the choke opener tee from the lower port of the TVSV. Plug off the TVSV port using a rubber cap plug from the kit.

6. Connect the hose originally attached to the "EGR port" on the stock carburetor to the EGR port on the Weber carburetor. **(See Fig. D for port location)**

7. Connect the hose originally attached to the "advancer port" on the stock carburetor to the vacuum advance port on the Weber carburetor. **(See Fig. D for port location)**

8. Connect the charcoal canister hose to the Weber bowl vent fitting. **(See Fig. D for port location)**

AFTER COMPLETEING THESE STEPS, RETURN TO STEP #23 OF THE KIT INSTRUCTIONS

INSTALLATION INSTRUCTIONS

READ & UNDERSTAND ALL STEPS OF THESE INSTRUCTIONS BEFORE BEGINNING THIS INSTALLATION. AFTER UNPACKING, EXAMINE THE CARBURETOR AND OTHER COMPONENTS FOR SHIPPING DAMAGE.

THESE INSTRUCTIONS SHOULD BE RETAINED WITH VEHICLE RECORDS AFTER INSTALLATION OF THIS KIT FOR SMOG INSPECTION PURPOSES.

DATSUN B-210 ('75 - '82)

FOR KIT NOS. K8624, K8625

52-50502 and 52-50503

USING (1) WEBER 32/36 DGAV-33B1

TOOLS AND EQUIPMENT NEEDED

Combination, box or open-end wrenches (metric)
Socket Set (metric)
Screwdrivers (regular and Phillips)
Pliers — Gasket Scraper
Wiping Rags — Cleaning Solvent
Knife — Gasket Sealer

PARTS SUPPLIED WITH INSTALLATION KIT:

1 - 32/34 DGAV-33B1 Weber Carburetor
1 - Air Filter Adaptor & Gasket
1 - Hardware Kit
1 - Carburetor Adaptor

NOTE: A new fuel filter should be installed with this kit

TUNE-UP SPECIFICATIONS

All tune-up specifications for the Weber Carburetor remain the same as those specified by the Factory for the original unit. Emissions tune-up should be carried out by a suitably qualified Dealer or Independent garage, using infrared gas and analyzing equipment.

NOTE: Late model vehicles fitted with Emission Control Systems have many vacuum lines and electrical connections in the fuel systems. It is essential when dismantling, that disconnected lines should be identified with a corresponding number tag or label system. To establish function, locate and identify the source of each line. Use the under hood emissions diagram or the factory service manual for reference when identifying hoses. (Modified vacuum diagrams showing the Weber installation are provided in these instructions)

DISASSEMBLY

1. Remove the vehicle's gas cap.
2. Disconnect the battery.
3. Remove the air filter assembly and attached components. (Use the under-hood emissions diagram, or a factory service manual to identify hoses for proper reassembly.)
4. Refer to the following diagrams for carburetor vacuum hose and component removal instructions. It is important that all vacuum hoses disconnected but not removed, are identified and tagged for correct reassembly later on the Weber carburetor.
   Fig. G = '75-'76 B210 Manual Trans (CA.)
   Fig. H = '75-'76 B210 Auto. Trans. (CA.)

Kit Nos. K8624 and 52-50502 are sold under provisions of the California Air Resources Board Executive Order No. D-133-10A (C.A.R.B. E.O. No. D-133-10A) Products with C.A.R.B. E.O. Numbers are exempt from the prohibitions of Section 27156 of the California Vehicle Code. Performance Kits noted are legal for use on public highways in California

WEBER DISTRIBUTION

+ D 133-10 B

Fig. I = '77 B-210 (CA.)
Fig. J = '78-'79 B-210 (CA.)
Fig. K = '80 B-210 (CA.)
Fig. L = '81-'82 B-210 (CA.)

5. Disconnect the fuel line from the stock carburetor. Plug the end of the fuel line to prevent leakage.

6. Disconnect any electrical wires from the carburetor. Identify and tag each wire for correct reassembly.

7. Disconnect the throttle cable at the carburetor bracket and lever. Remove the clip and pin from the idle kick-up lever (if equipped).

8. Remove the carburetor mounting nuts and carefully lift the carburetor and attached components off the intake manifold. Remove the gaskets and heat spacer. Insert a clean rag in the intake manifold ports.

9. Remove the stock carburetor mounting studs from the intake manifold. **Note:** For correct stud removal or installation, use a stud removal/installation tool; or the "double-nut" method. **DOUBLE NUT METHOD:** Install two nuts approximately 1/4 way down the stud. Lock the nuts together. Using the correct size wrench turn the lower nut for removal and the upper nut for installation.

10. Clean the carburetor mounting surface of the intake manifold.

11. **VEHICLES EQUIPPED WITH ALT. COMPENSATORS ONLY:** Most vehicles have the altitude compensator attached to the fender well as shown in **FIG. A.** This device will **NOT** be used with the Weber carburetor. All vacuum hoses from the carburetor to the compensator should be removed. (Refer to diagrams G, H, J & L for hose locations.) Rubber plugs are supplied in the kit to cap off the ports on the compensator.

12. Remove the two EGR Valve mounting nuts and lockwashers. Carefully remove the EGR Valve from the intake manifold. **CAUTION:** Some vehicles may require the water temperature switch to be temporarily disconnected to clear the EGR Valve for removal. (Fig. B)

13. Insert a rag in the EGR ports and thoroughly clean the mounting surface of all old gasket material.

14. Remove the rag from the EGR ports and install one of the EGR gaskets from the kit. **NOTE:** A light coat of gasket sealer should be used on both sides of the gasket to insure against exhaust gas leaks.

15. Install the EGR Valve adapter from the kit as shown in FIG. C. Use the original EGR Valve lockwashers and nuts to secure the adapter in place.

16. Remove the rag from the intake manifold [redacted] and install the gaskets and adapter compon[redacted] from the kit as shown in FIG. D. **NOTE:** [redacted] adapter studs should be installed to the lengt[redacted] specified in FIG. D using the locking compound from the kit to secure them in place.

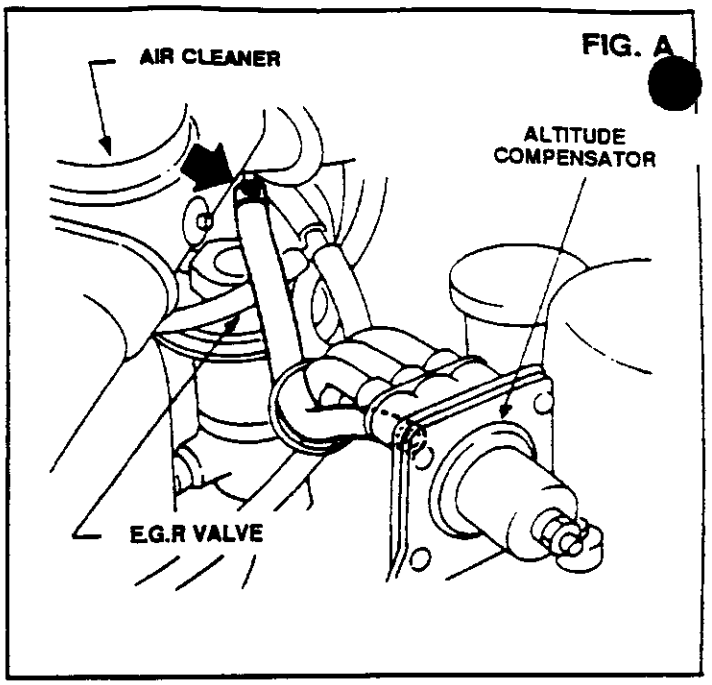


FIG. A

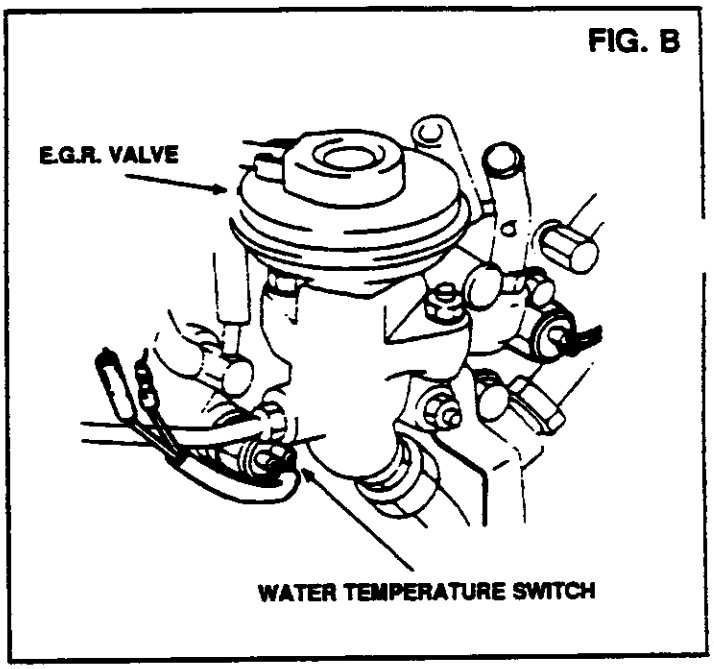
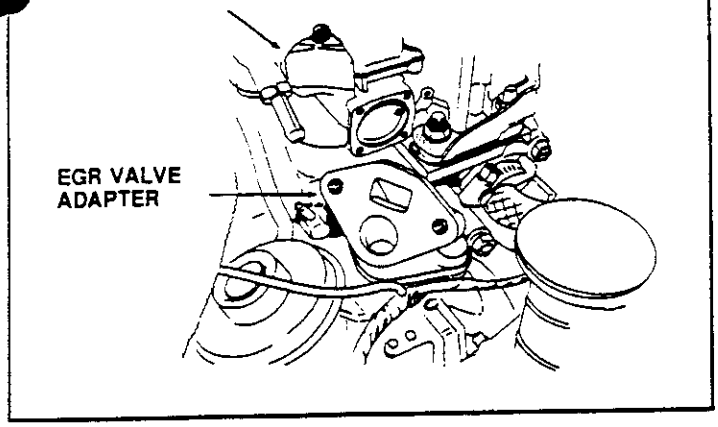


FIG. B

FIG. C



17. Install the Weber carburetor with the throttle linkage facing the vehicle's **firewall**. Install the throttle cable bracket supplied in the kit, over the two driver's side carburetor mounting studs. (FIG. E) Use the lockwashers and nuts supplied in the kit to secure the carburetor and the bracket in place. **NOTE:** DO NOT TIGHTEN THE CARBURETOR MOUNTING NUTS DOWN COMPLETELY AT THIS TIME.

18. Install the second EGR Valve gasket and the EGR Valve assembly on the adapter, using the two 8mm bolts and lockwashers supplied in the kit. Reconnect the temperature switch if disconnected in step #13. **NOTE: DO NOT USE GASKET SEALER ON THE EGR VALVE GASKET.**

19. Remove the two nuts securing the throttle cable jacket in the bracket at the firewall. Remove the cable jacket and rotate it 180 degrees (turn it upside down). Reinstall the cable jacket in the firewall bracket and secure it in place using the stock nuts.

20. Install the throttle cable in the carburetor bracket as shown in FIG. E.

21. Connect the **throttle** cable to the carburetor lever. CHECK THROTTLE OPERATION FOR FREE MOVEMENT. IF THERE IS ANY INDICATION OF STICKING OR BINDING, CORRECT AS NECESSARY BEFORE PROCEEDING. **NOTE:** The throttle cable can be adjusted by loosening the set screw on the cable jacket collar and moving the cable the desired length. Once the cable is properly adjusted, tighten the set screw to secure it in place.

22. Tighten down the carburetor mounting nuts in a diagonal pattern. **CAUTION:** DO NOT OVER-TIGHTEN CARBURETOR MOUNTING NUTS. MAXIMUM TORQUE SHOULD NOT EXCEED 7 FT. LBS.

FIG. D

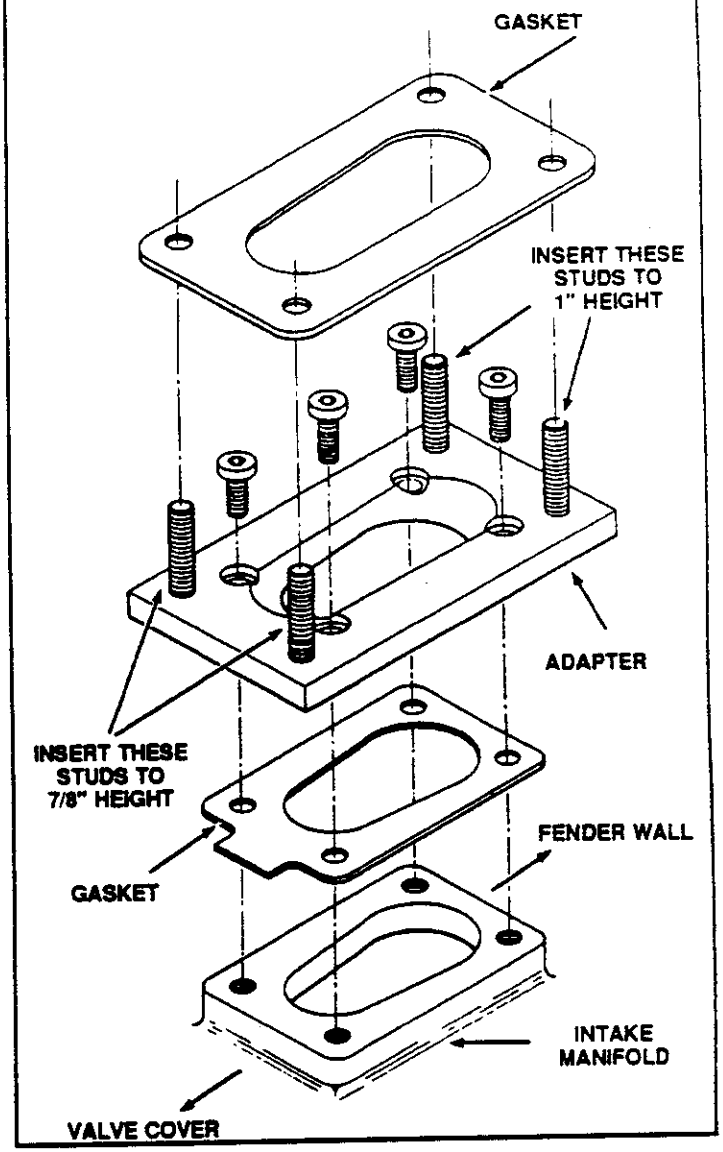
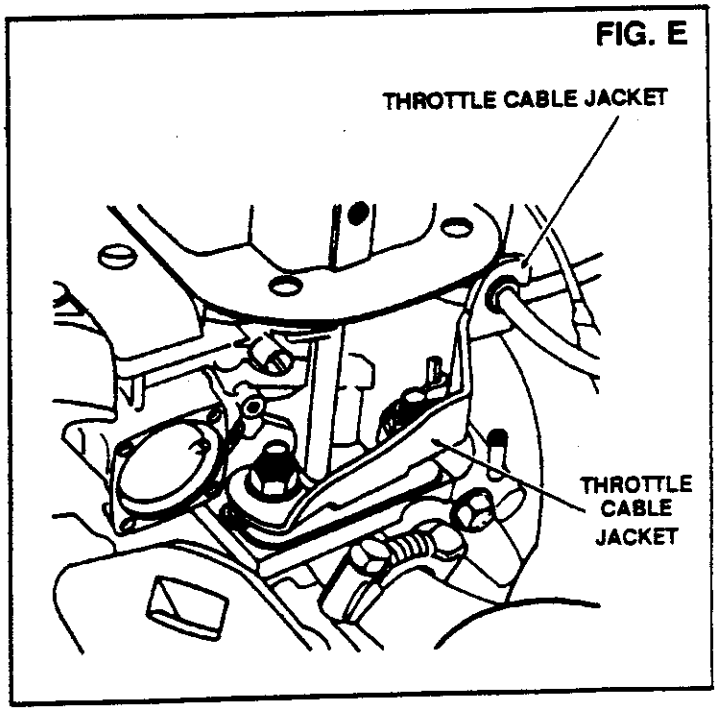


FIG. E



23. Slide a piece of shrink tubing over each end of the red wire (both items in kit). Connect the wire to the Weber choke terminal and the stock bullet connector (originally connected to the stock choke unit). Once the wire is connected, slide the shrink tubing over the terminals.

24. **'74-'79 VEHICLES ONLY:** Slide a piece of shrink tubing over each end of the **long blue** wire (both items in kit). Connect the wire to the Weber idle cut-off solenoid and the stock bullet connector (originally connected to the stock idle cut-off solenoid). Once the wire is connected, slide the shrink tubing over the terminals.

25. **'80-'82 VEHICLES ONLY:** Slide a piece of shrink tubing over each end of the **short blue** wire (both items in kit). Cut the plug (connector) off the stock vacuum switch wire. NOTE: (Cut the wire as close to the plug as possible). Strip the vacuum switch wire 1/2" from the end where the plug was removed and install the female spade connector from the kit. Crimp the spade connector firmly on the wire. Using the short blue wire as an extension, connect the idle cut-off solenoid on the Weber carburetor to the modified vacuum switch wire. Once the wires are connected, slide the shrink tubing over the terminals.

26. Using a **NON-FLAMABLE** heat source, heat the shrink tubing on all the connections made in steps #23-25 until a good seal is made.

27. Remove the plug from the stock fuel line and install the new fuel hose from the kit to the Weber fuel inlet and the stock line. Use the clamps provided to secure the hose in place. NOTE: A NEW FILTER SHOULD BE INSTALLED AT THIS TIME.

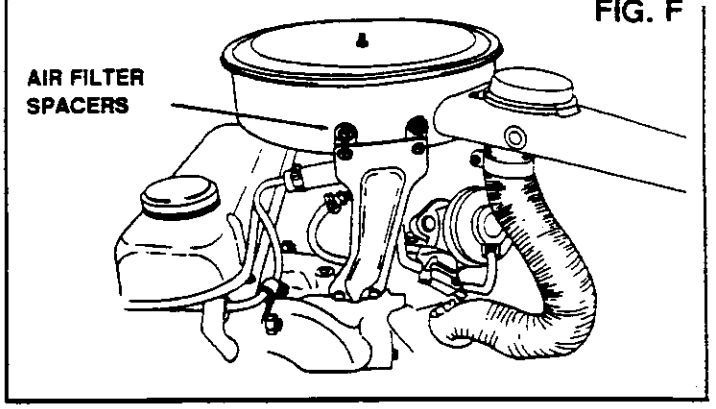
28. Refer to the following vacuum diagrams for hose routing information pertaining to your specific vehicle:
    FIG. M = '75-'76 B210 Man. Trans.Only (CA.)
    FIG. N = '75-'76 B210 AutoTrans.Only (CA.)
    FIG. O = '77 B210 ALL (CAL.)
    FIG. P = '78-'79 B210 ALL (CAL.)
    FIG. Q = '80 B210 ALL (CAL.)
    FIG. R = '81-'82 B210 ALL (CAL.)

29. Install the air filter adapter gasket on the Weber carburetor. Using the allen bolts provided, install the air filter adapter and secure it in place.

30. Install the new air filter stud into the adapter. Secure the stud in place with the jam nut provided.

31. Reinstall the stock air filter assembly using the two oval spacers, bolts and washers supplied (FIG. F).

FIG. F



32. Reconnect the battery and reinstall the gas cap.

33. Start the engine and check for fuel and vacuum leaks. Correct as necessary **BEFORE** proceeding.

34. Adjust the idle speed, fast idle speed and idle mixture to factory specifications. **NOTE:** Idle speed and idle mixture instructions are attached to the carburetor. Fast idle instructions are located at the end of these instructions.

35. Install the Weber vacuum diagram notification label next to the stock label under the hood.

36. **CHECK FOR ADEQUATE HOOD CLEARANCE BEFORE CLOSING THE HOOD.**

WEBER MODEL DGAV FAST IDLE ADJUSTMENT: With the engine warmed up and Off, open the throttle and manually engage the choke by closing the choke plates (butterflies). Release the throttle then the choke plates. The fast idle cam should be activated and the fast idle speed screw should be positioned on the cam shoulder. Start the engine. **Do not depress the throttle pedal or choke will become inoperative.** To adjust the fast idle speed, turn the fast idle screw in (clockwise) to increase speed and out (counter-clockwise) to decrease speed.

If after following these instructions, you require further assistance, please call the Weber Tech. Service Dept. at the phone numbers listed below, during normal business hours.

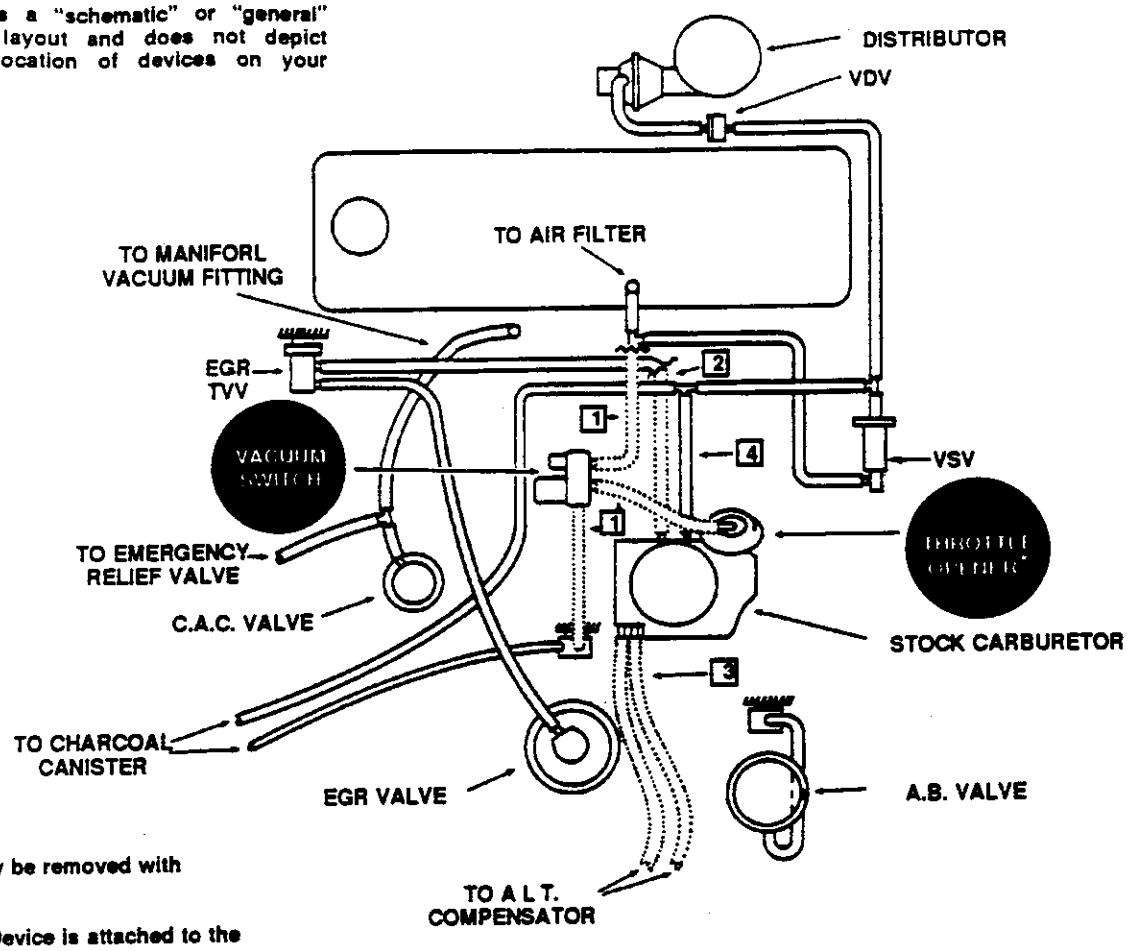
1-800-WEBER US (Outside CA)
(932-3787)

1-800-WEBER CA (CA Only)
(932-3722)

'75 - '76 DATSUN B 210
MANUAL TRANS. (CAL.)
WITH STOCK CARBURETOR

FIG. G
K8624,52-50502

This view is a "schematic" or "general" component layout and does not depict the exact location of devices on your engine



* Device may be removed with carburetor

⌇⌇⌇ = Device is attached to the intake manifold

ALL DEVICES CIRCLED SHOULD BE DISCONNECTED AND REMOVED.
NUMBERED ☐ 'S ON THE ILLUSTRATION CORRESPOND TO THE APPROPRIATE STEPS LISTED BELOW.
DASHED LINES REPRESENT HOSES WHICH ARE REMOVED.

1. Remove the hoses from the vacuum switch to the throttle opener, manifold vacuum fitting and the air filter tee. Disconnect any wires attached to the vacuum switch and remove the switch. (Switch is not used with the Weber carburetor.)

2. Cut the hose from the carburetor to the EGR TVV as illustrated above. (Discard the dashed section of the hose.) Refer to Fig. M to find the new location of this hose and determine the exact length to cut.

3. Remove the vacuum hoses from the carburetor to the altitude compensator (if equipped.)

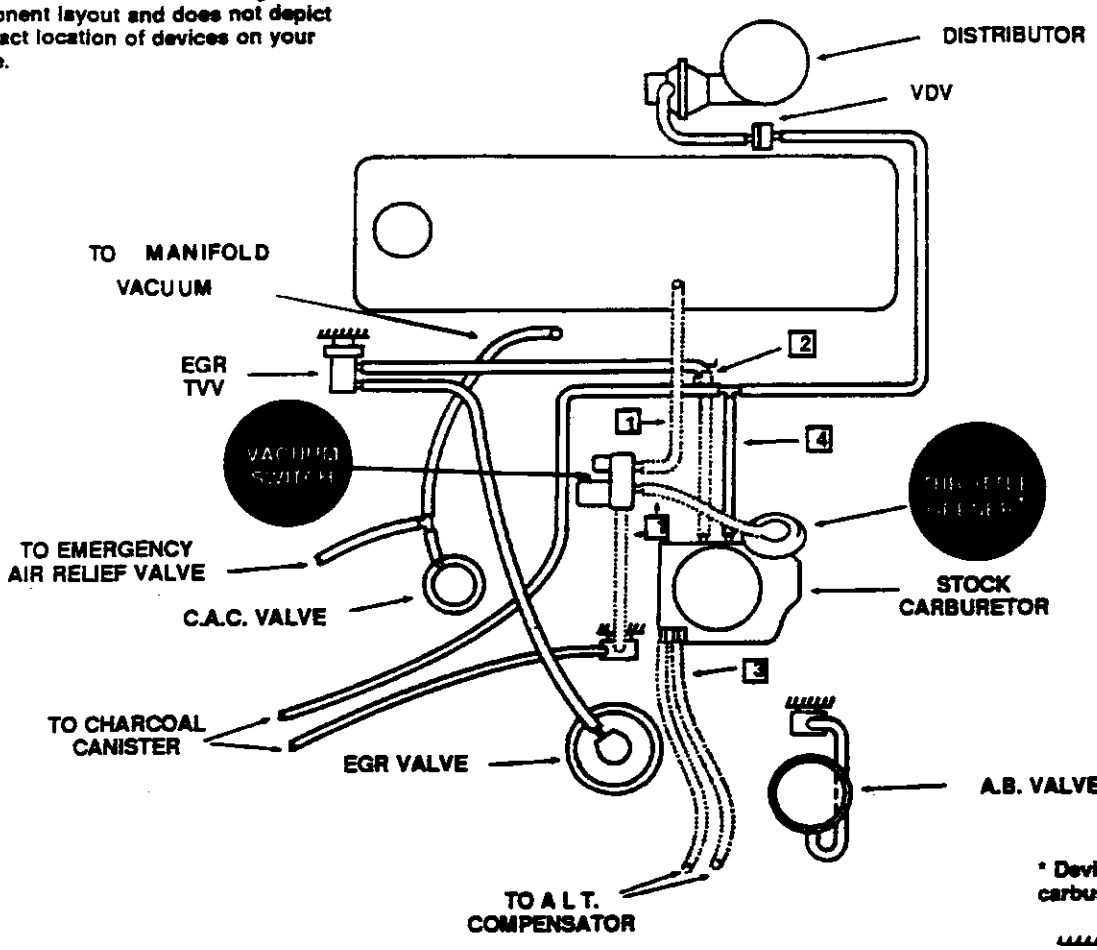
4. Disconnect the hose from the carburetor vacuum port to the tee.

AFTER COMPLETEING THESE STEPS, RETURN TO STEP #5 OF THE KIT INSTRUCTIONS

'75 - '76 DATSUN B 210 AUTOMATIC TRANS. (CAL.) WITH STOCK CARBURETOR

FIG. H
K8624,52-50502

This view is a "schematic" or "general" component layout and does not depict the exact location of devices on your engine.



* Device may be removed with carburetor

ɯɯɯ = Device is attached to intake manifold

ALL DEVICES CIRCLED SHOULD BE DISCONNECTED AND REMOVED.
NUMBERED ☐ 'S ON THE ILLUSTRATION CORRESPOND TO THE APPROPRIATE STEPS LISTED BELOW.
DASHED LINES REPRESENT HOSES WHICH ARE REMOVED.

1. Remove the hoses from the vacuum switch to the throttle opener, manifold vacuum fitting and the air filter. Disconnect any wires attached to the vacuum switch and remove the switch. (Switch is not used with the Weber carburetor.)

2. Cut the hose from the carburetor to the EGR TVV as illustrated above. (Dicard the dashed section of the hose.) Refer to Fig. N to find the new location of this hose and determine the exact length to cut.

3. Remove the hoses from the carburetor to the altitude compsensator (if equipped.)

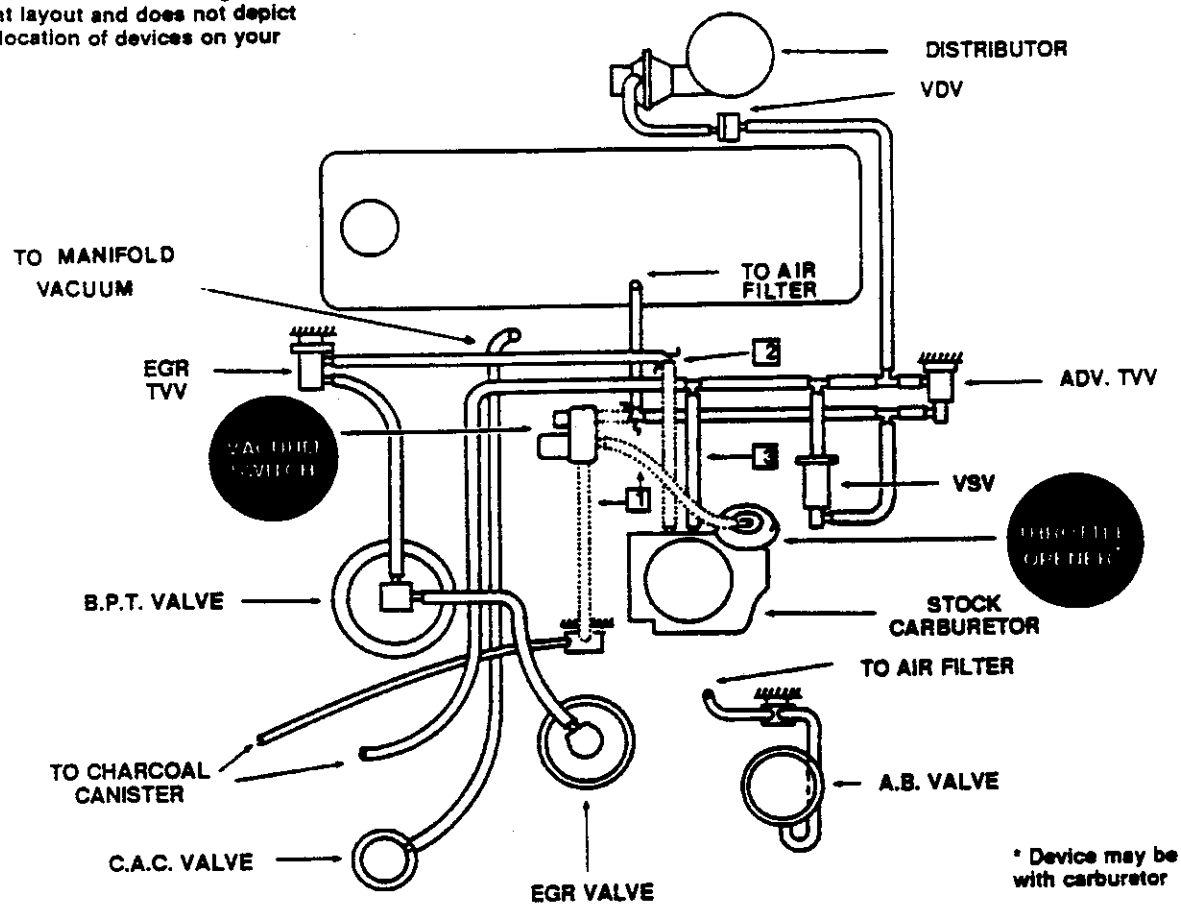
4. Disconnect the hose from the carburetor vacuum port to the tee.

AFTER COMPLETEING THESE STEPS, RETURN TO STEP #5 OF THE KIT INSTRUCTIONS

'77 DATSUN B 210 (CAL.) WITH STOCK CARBURETOR

FIG. I
K8624,52-50502

This view is a "schematic" or "general" component layout and does not depict the exact location of devices on your engine.



ALL DEVICES CIRCLED SHOULD BE DISCONNECTED AND REMOVED. NUMBERED ☐'S ON THE ILLUSTRATION CORRESPOND TO THE APPROPRIATE STEPS LISTED BELOW. DASHED LINES REPRESENT HOSES WHICH ARE REMOVED.

1. Remove the hoses from the vacuum switch to the throttle opener, manifold vacuum fitting and the air filter tee. Disconnect any wires attached to the vacuum switch and remove the switch. (Switch is not used with the Weber carburetor.)

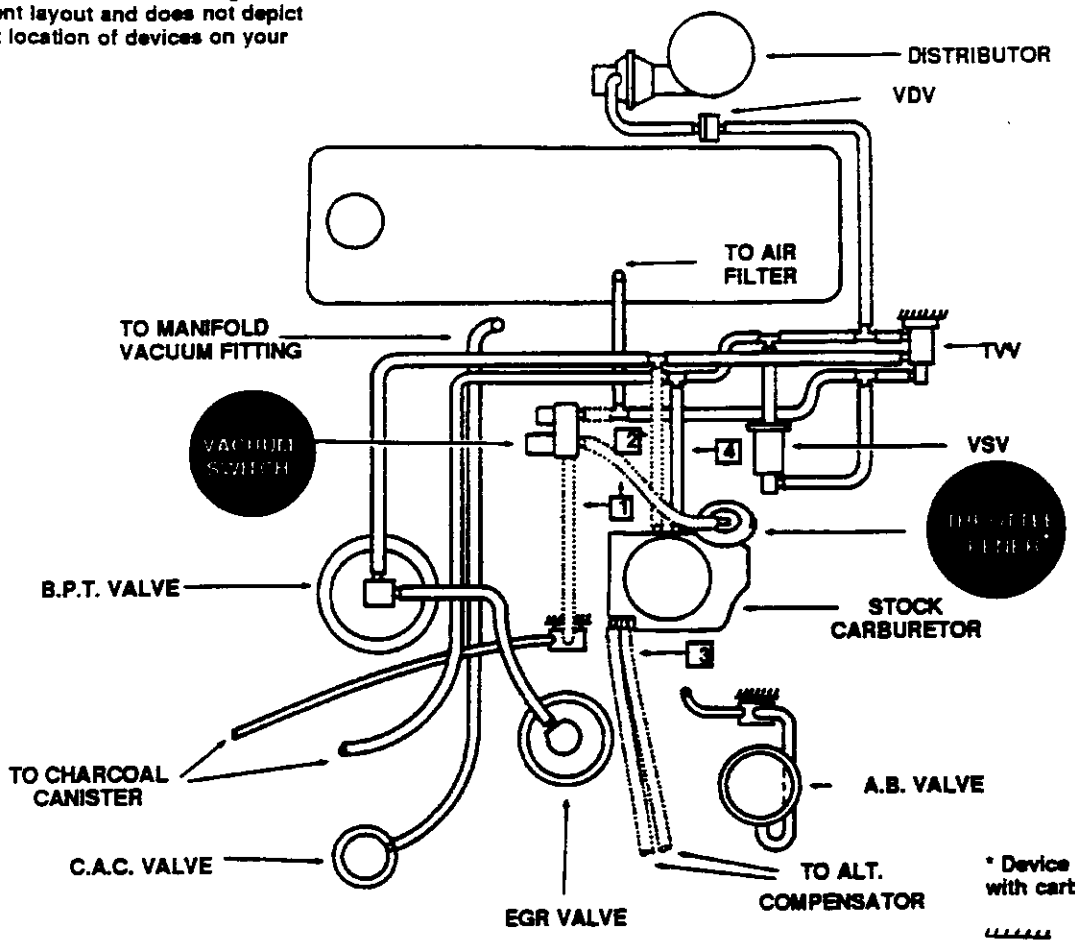
2. Cut the hose from the carburetor to the EGR TVV as illustrated above. (Discard the dashed section of hose.) Refer to Fig. O to find the new location of this hose and determine the exact length to cut.

3. Disconnect the hose from the carburetor vacuum port to the tee.

AFTER COMPLETEING THESE STEPS, RETURN TO STEP #5 OF THE KIT INSTRUCTIONS

'78 - '79 DATSUN B 210 WITH STOCK CARBURETOR	FIG. J K8624,52-50502 K8625, 52-50503

This view is a "schematic" or "general" component layout and does not depict the exact location of devices on your engine.



ALL DEVICES CIRCLED SHOULD BE DISCONNECTED AND REMOVED.
NUMBERED ☐ 'S ON THE ILLUSTRATION CORRESPOND TO THE APPROPRIATE STEPS LISTED BELOW.
DASHED LINES REPRESENT HOSES WHICH ARE REMOVED.

1. Remove the hoses from the vacuum switch to the throttle opener, manifold vacuum fitting and the air filter tee. Disconnect any wires attached to the vacuum switch and remove the switch. (Switch is not used with the Weber carburetor.)

2. Remove the hose from the carburetor to the B.P.T. and TVV tee. Disconnect the B.P.T. and TVV hoses from the tee. (Discard the tee.)

3. Remove the vacuum hoses from the carburetor to the altitude compensator.

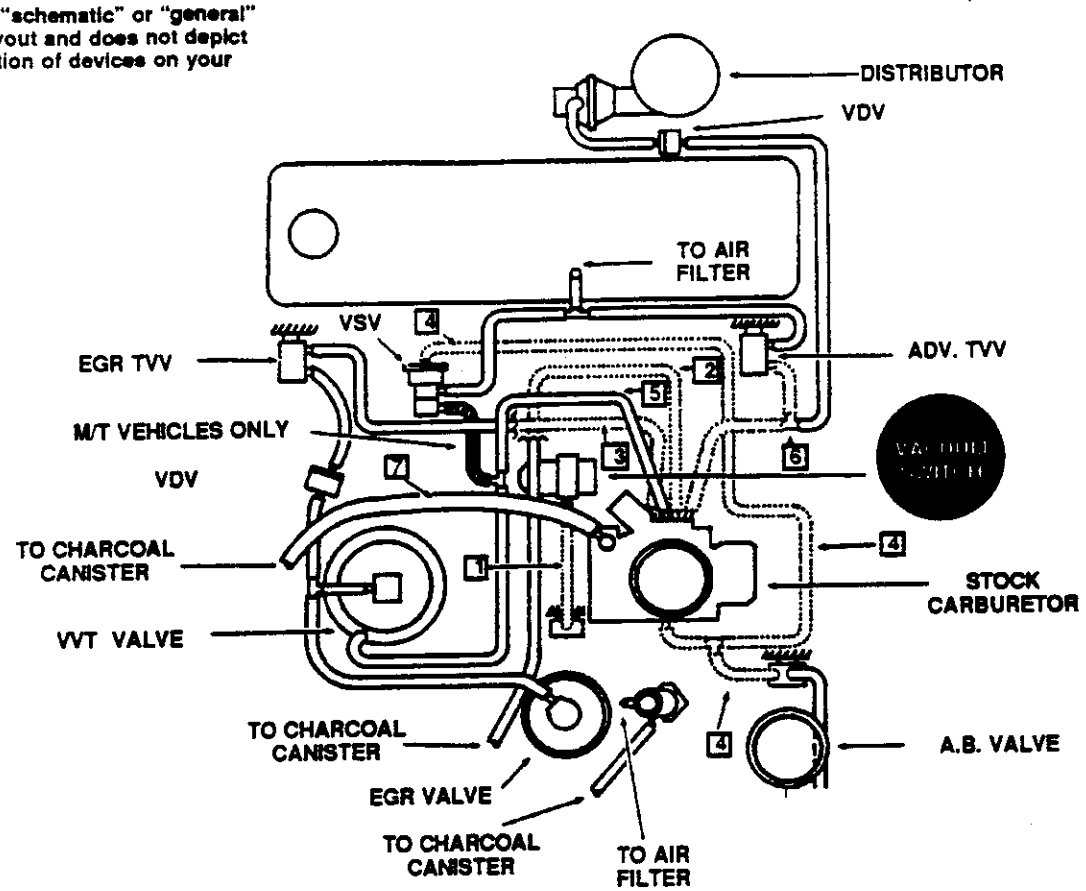
4. Disconnect the hose from the carburetor vacuum port to the tee.

AFTER COMPLETEING THESE STEPS, RETURN TO STEP #5 OF THE KIT INSTRUCTIONS

'80 DATSUN B 210 (CAL.) WITH STOCK CARBURETOR

FIG. K
K8625,52-50503

This view is a "schematic" or "general" component layout and does not depict the exact location of devices on your engine.



ALL DEVICES CIRCLED SHOULD BE DISCONNECTED AND REMOVED.
NUMBERED ☐ 'S ON THE ILLUSTRATION CORRESPOND TO THE APPROPRIATE STEPS LISTED BELOW.
DASHED LINES REPRESENT HOSES WHICH ARE REMOVED.

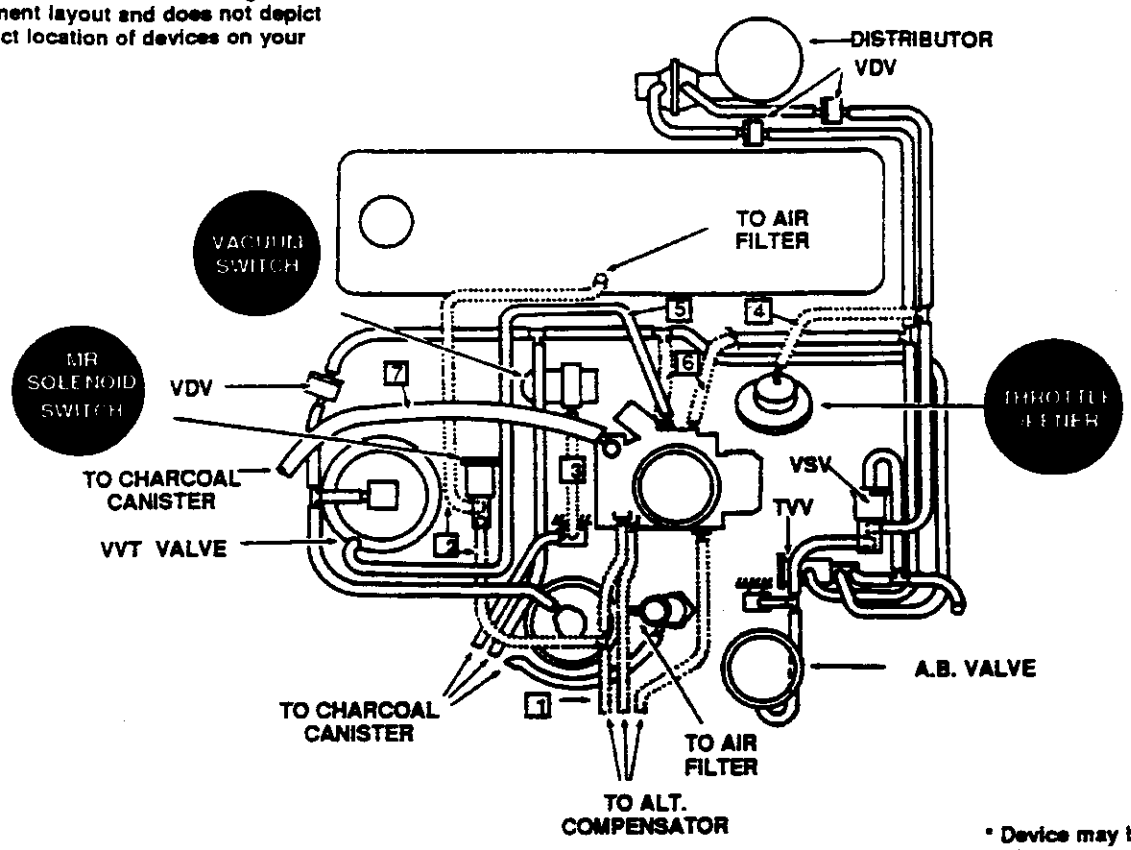
1. Remove the hose from the vacuum switch to the manifold vacuum fitting. Disconnect any wires attached to the vacuum switch and remove the switch. (Switch is not used with the Weber carburetor.)
2. Disconnect the hose from the carburetor to the charcoal canister. Cut the hose as illustrated above and discard the dashed section of the hose. (Refer to Fig. Q to find the new location for this hose and determine the exact length to cut.)
3. Disconnect the hose from the carburetor to the TVV. Cut the hose as illustrated above and discard the dashed section of hose. (Refer to Fig. Q to find the new location for this hose and determine the exact length to cut.)
4. Remove the hose from the carburetor to the V.S.V. and manifold vacuum fitting.
5. Disconnect the hose from the carburetor to the V.V.T. valve.
6. Disconnect the hose leading from the distributor VD.V. as illustrated above. Remove the hose and tee from the ADV. TVV and the carburetor. Retain the hose and the tee for later use.
7. Disconnect the hose from the carburetor fitting to the charcoal canister.

AFTER COMPLETEING THESE STEPS, RETURN TO STEP #5 OF THE KIT INSTRUCTIONS

'81 - '82 DATSUN B 210 (CAL.) WITH STOCK CARBURETOR

FIG. L
K8625,52-50503

This view is a "schematic" or "general" component layout and does not depict the exact location of devices on your engine.



* Device may be removed with carburetor

//////// = Device is attached to intake manifold

ALL DEVICES CIRCLED SHOULD BE DISCONNECTED AND REMOVED.
NUMBERED ☐ 'S ON THE ILLUSTRATION CORRESPOND TO THE APPROPRIATE STEPS LISTED BELOW.
DASHED LINES REPRESENT HOSES WHICH ARE REMOVED.

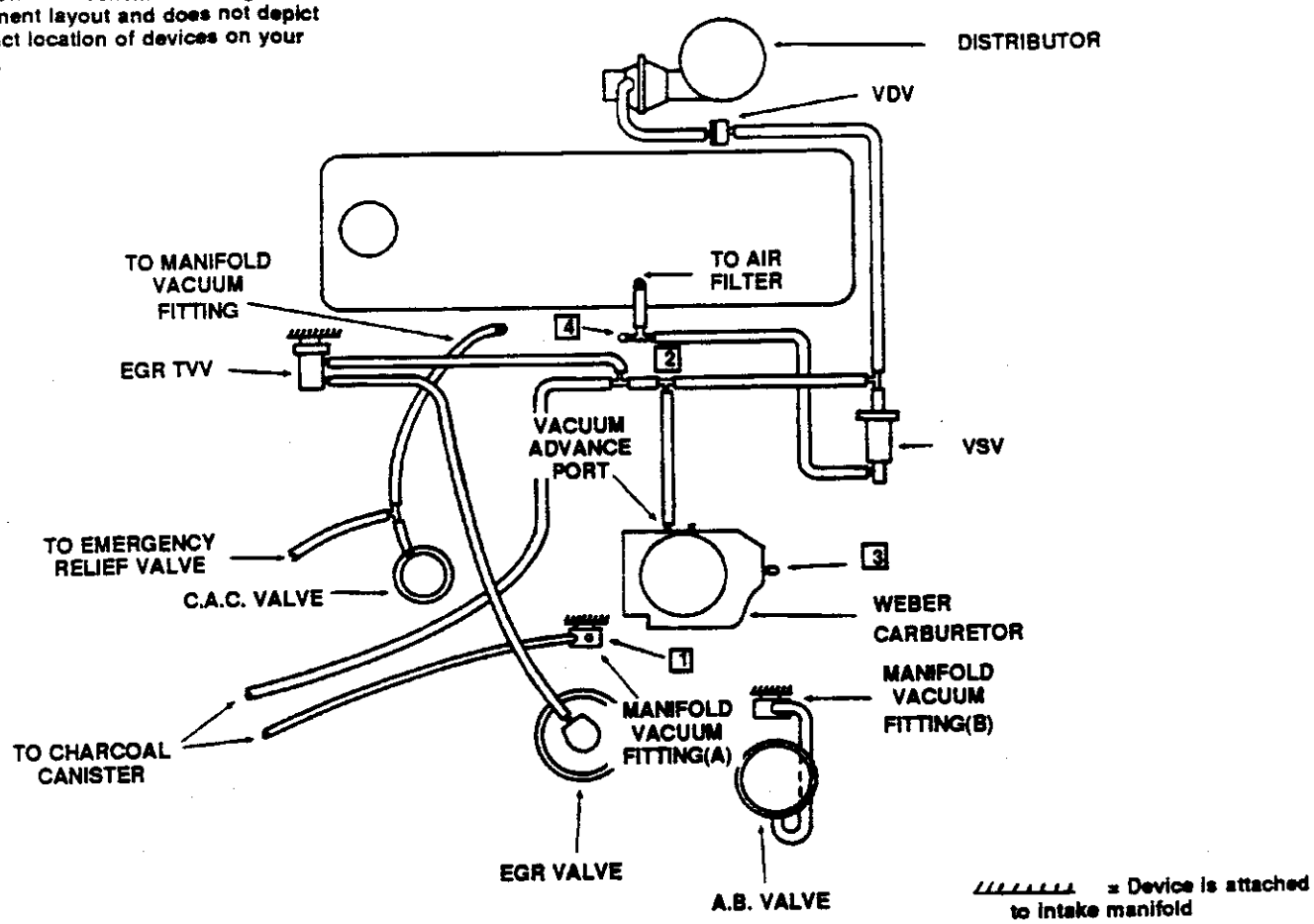
1. Remove all vacuum hoses from the carburetor to the altitude compensator (if equipped.)
2. Remove the hoses from the MR control solenoid to the air filter and the altitude compensator tee. Disconnect any wires attached to the MR control solenoid and remove it from the engine. (This device will not be used with the Weber carburetor.)
3. Remove the hose from the vacuum switch to the manifold vacuum fitting. Disconnect any wires attached to the vacuum switch and remove the switch. (Switch is not used with the Weber carburetor.)
4. Remove the hose from the distributor advance hose tee to the throttle opener.
5. Disconnect the hose from the carburetor to the VVT valve.
6. Remove the hose from the carburetor to the TVV/charcoal canister hose tee. Refer to Fig. R to find the new location of the TVV hose (from tee) and determine the exact length to cut.
7. Disconnect the hose from the carburetor fitting to the charcoal canister.

AFTER COMPLETING THESE STEPS, RETURN TO STEP #5 OF THE KIT INSTRUCTIONS

'75 - '76 DATSUN B 210
MANUAL TRANS. (CAL.)
WITH WEBER CARBURETOR

FIG. M
K8624,52-50502

This view is a "schematic" or "general" component layout and does not depict the exact location of devices on your engine.



ALL DEVICES CIRCLED SHOULD BE DISCONNECTED AND REMOVED.
NUMBERED ☐ 'S ON THE ILLUSTRATION CORRESPOND TO THE APPROPRIATE STEPS LISTED BELOW.
DASHED LINES REPRESENT HOSES WHICH ARE REMOVED.

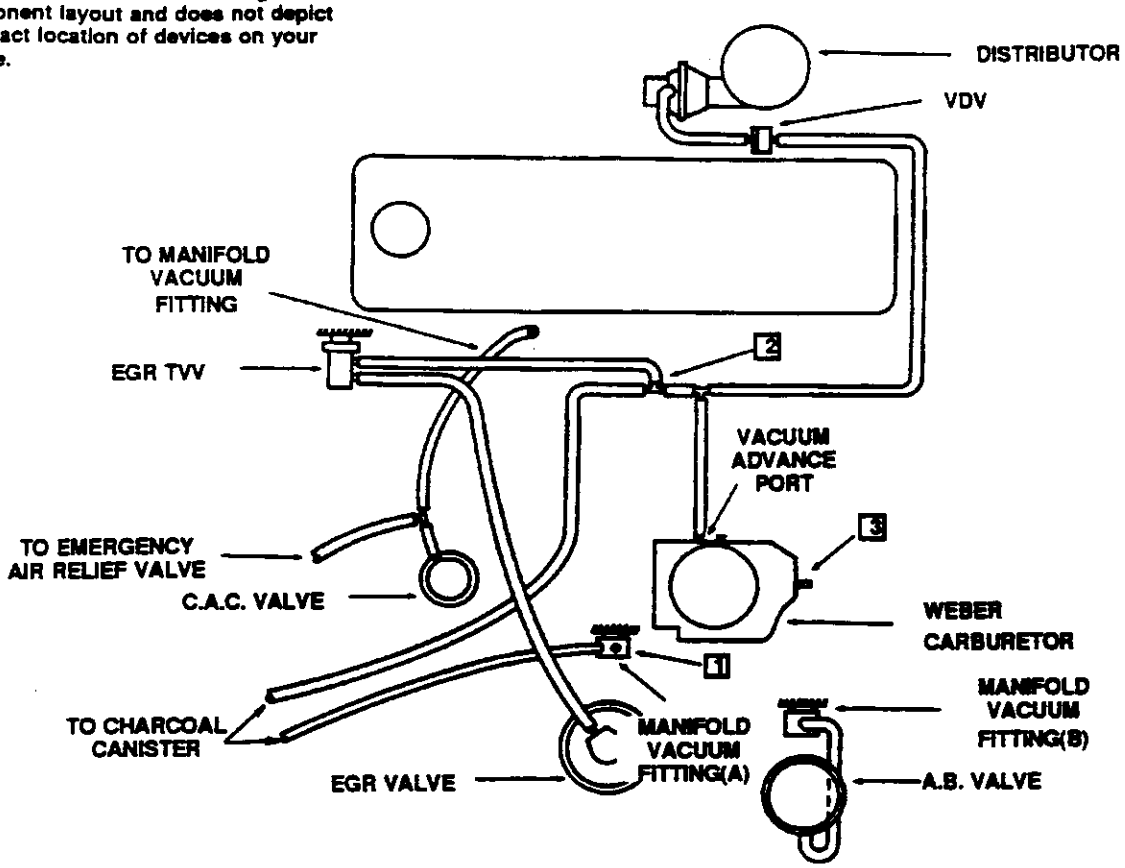
1. Cap off the port on manifold vacuum fitting (A) using one of the rubber plugs supplied in the kit.
2. Cut the vacuum hose from the Weber vacuum advance port to the charcoal canister and install the tee supplied in the kit. Connect the EGR TVV vacuum hose to the tee.
3. Cap off the unused vacuum port on the Weber carburetor. (Use the rubber plug supplied in the kit.)
4. Cap off the port on the air filter hose tee where the vacuum switch hose was connected, using one of the rubber plugs supplied in the kit.

AFTER COMPLETING THESE STEPS, RETURN TO STEP #5 OF THE KIT INSTRUCTIONS

'75 - '76 DATSUN B 210
AUTOMATIC TRANS. (CAL.)
WITH WEBER CARBURETOR

FIG. N
K8624,52-50502

This view is a "schematic" or "general" component layout and does not depict the exact location of devices on your engine.



= Device is attached to intake manifold

ALL DEVICES CIRCLED SHOULD BE DISCONNECTED AND REMOVED.
NUMBERED ☐ 'S ON THE ILLUSTRATION CORRESPOND TO THE APPROPRIATE STEPS LISTED BELOW.
DASHED LINES REPRESENT HOSES WHICH ARE REMOVED.

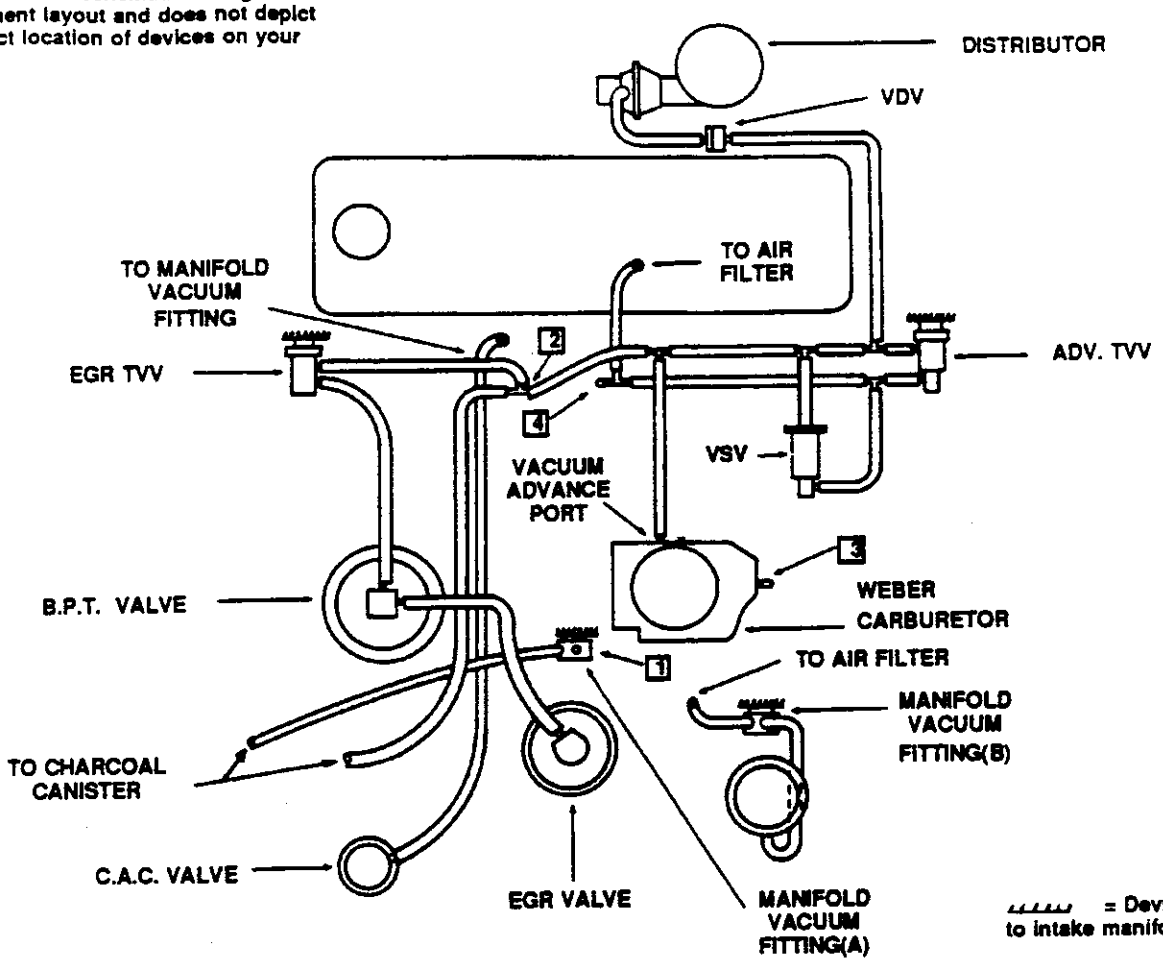
1. Cap off the port on manifold vacuum fitting (A) using one of the rubber plugs supplied in the kit.
2. Cut the vacuum hose from the Weber vacuum advance port to the charcoal canister and install the tee supplied in the kit. Connect the EGR TVV vacuum hose to the tee.
3. Cap off the unused vacuum port on the Weber carburetor. (Use the rubber plug supplied in the kit.)
4. Cap off the port on the air filter where the vacuum switch hose was connected (not shown in illustration above.) Use one of the rubber plugs supplied in the kit.

AFTER COMPLETING THESE STEPS, RETURN TO STEP #29 OF THE KIT INSTRUCTIONS

'77 DATSUN B 210
WITH WEBER CARBURETOR

FIG. O
K8624,52-50502

This view is a "schematic" or "general" component layout and does not depict the exact location of devices on your engine.



ALL DEVICES CIRCLED SHOULD BE DISCONNECTED AND REMOVED. NUMBERED ☐'S ON THE ILLUSTRATION CORRESPOND TO THE APPROPRIATE STEPS LISTED BELOW. DASHED LINES REPRESENT HOSES WHICH ARE REMOVED.

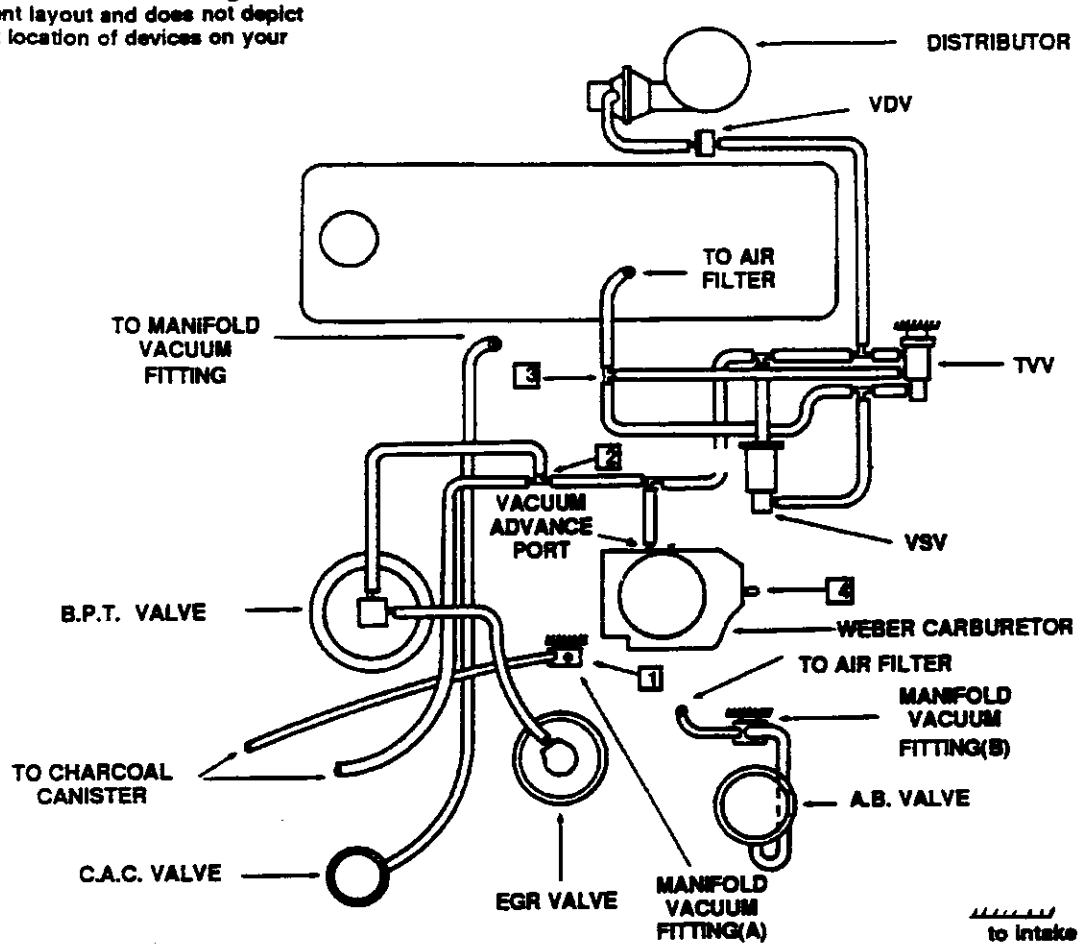
1. Cap off the port on the manifold vacuum fitting (A) using one of the rubber plugs supplied in the kit.
2. Cut the vacuum hose from the Weber vacuum advance port to the charcoall canister and install the tee supplied in the kit. Connect the EGR TVV vacuum hose to the tee.
3. Cap off the unused vacuum port on the weber carburetor. (Use the rubber plug supplied in the kit.)
4. Cap off the port on the air filter hose tee where the vacuum switch hose was connected, using one of the rubber plugs supplied in the kit.

AFTER COMPLETING THESE STEPS, RETURN TO STEP #29 OF THE KIT INSTRUCTIONS

'78 - '79 DATSUN B 210 (CAL.) WITH WEBER CARBURETOR

FIG. P
K8624, K8625
52-50502, 50-50503

This view is a "schematic" or "general" component layout and does not depict the exact location of devices on your engine.



ALL DEVICES CIRCLED SHOULD BE DISCONNECTED AND REMOVED.
NUMBERED ☐ 'S ON THE ILLUSTRATION CORRESPOND TO THE APPROPRIATE STEPS LISTED BELOW.
DASHED LINES REPRESENT HOSES WHICH ARE REMOVED.

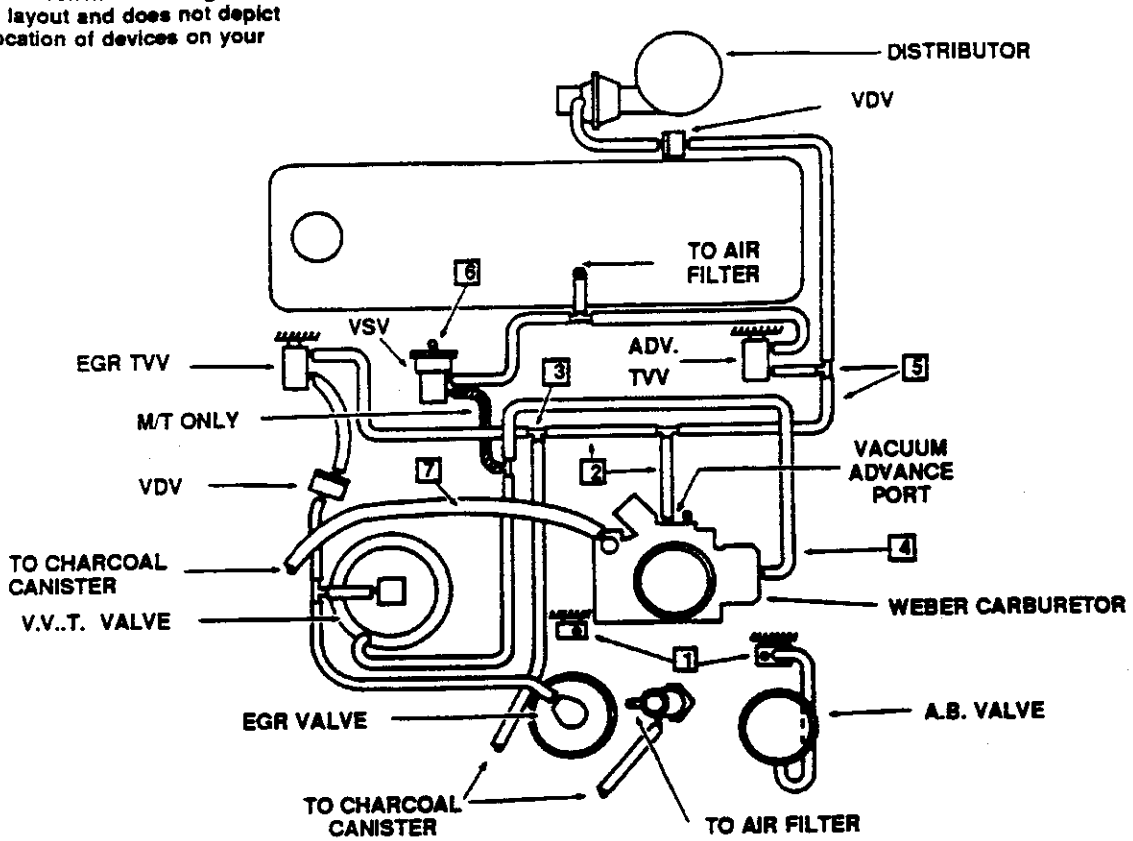
1. Cap off the vacuum port on manifold vacuum fitting (A) using one of the rubber plugs from the kit.
2. Cut the hose from the carburetor vacuum advance port tee to the charcoal canister. Install a tee from the kit and connect the B.P.T. valve, charcoal canister and vacuum advance hoses to the tee as illustrated above.
3. Connect the hose from the middle port of the TVV to the remaining port on the air filter hose tee. (Originally used for vacuum switch hose.)
4. Cap off the unused port on the Weber carburetor using the rubber plug supplied in the kit.

AFTER COMPLETING THESE STEPS, RETURN TO STEP #29 OF THE KIT INSTRUCTIONS

'80 DATSUN B 210
WITH WEBER CARBURETOR

FIG. Q
K8625, 50-50503

This view is a "schematic" or "general" component layout and does not depict the exact location of devices on your engine.



= Device is attached to intake manifold

ALL DEVICES CIRCLED SHOULD BE DISCONNECTED AND REMOVED.
NUMBERED ☐ 'S ON THE ILLUSTRATION CORRESPOND TO THE APPROPRIATE STEPS LISTED BELOW.
DASHED LINES REPRESENT HOSES WHICH ARE REMOVED.

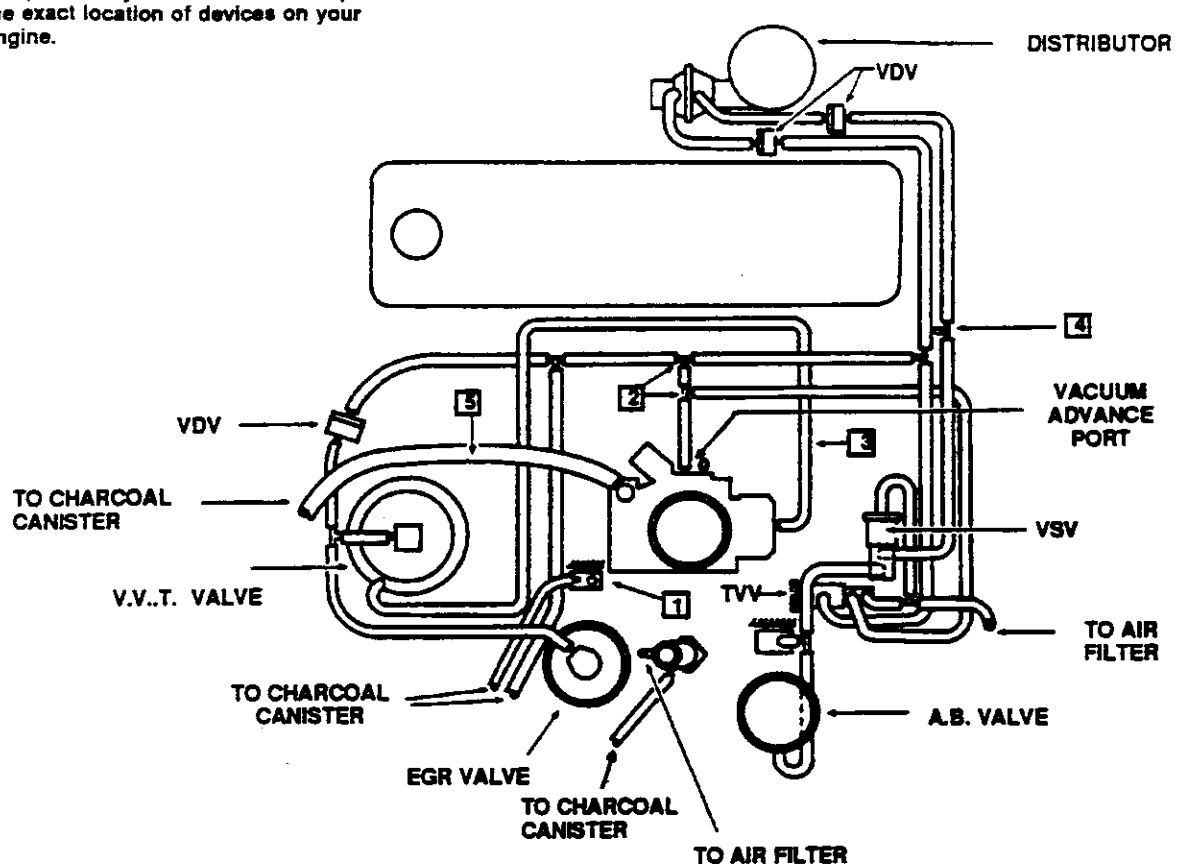
1. Cap off the port on both manifold vacuum fittings using the rubber plugs from the kit.
2. Install a 2-4" piece of vacuum hose (supplied in kit) on the vacuum advance port of the Weber carburetor. Insert one of the tees from the kit in the hose. Cut another piece of vacuum hose from the kit and install it on the charcoal canister side of the tee.
3. Install a second tee into the vacuum advance hose and connect the charcoal canister and the EGR TVV hoses to the tee.
4. Remove the threaded plug from the venturi vacuum port of the carburetor and connect the hose from the VVT valve as illustrated above.
5. Relocate the original tee and hose from the ADV. TVV switch to properly connect to the remaining port on the vacuum advance tee.
6. Cap off the vacuum port on the VSV using a rubber plug from the kit.
7. Connect the charcoal canister hose to the fitting on the Weber carburetor.

AFTER COMPLETING THESE STEPS, RETURN TO STEP #29 OF THE KIT INSTRUCTIONS

'81 - '82 DATSUN B 210 (CAL.) WITH WEBER CARBURETOR

FIG. R
K8625, 50-50503

This view is a "schematic" or "general" component layout and does not depict the exact location of devices on your engine.



= Device is attached to intake manifold

ALL DEVICES CIRCLED SHOULD BE DISCONNECTED AND REMOVED.
NUMBERED ☐ 'S ON THE ILLUSTRATION CORRESPOND TO THE APPROPRIATE STEPS LISTED BELOW.
DASHED LINES REPRESENT HOSES WHICH ARE REMOVED.

☐1 Cap off the vacuum port on the manifold vacuum fitting using one of the rubber plugs from the kit.

☐2 Use the original tee and hose, in addition to a tee from the kit, to connect the vacuum advance port of the weber carburetor to the TVV, distributor and charcoal canister hoses.

☐3 Remove the threaded plug from the venturi vacuum port on the Weber carburetor and connect the VVT valve hose as illustrated above.

☐4 Cap off the port on the vacuum tee where the throttle opener was originally connected.

☐5 Connect the charcoal canister hose to the fitting on the Weber carburetor. (3/4" barbed)

☐6 Cap off the port on the air filter where the MR control solenoid vacuum hose was attached. (Not shown on illustration above.) Use on of the rubber plugs supplied in the kit.

AFTER COMPLETING THESE STEPS, RETURN TO STEP #29 OF THE KIT INSTRUCTIONS