

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-133-11
Relating to Exemptions under Section 27156
of the Vehicle Code

REDLINE, INC., A SUBSIDIARY OF IMPAC
REDLINE CARBURETOR CONVERSION KITS #K8651 AND #K8655
USING ONE (1) WEBER MODEL 32/34 DFT9 A OR 32/34 DFT11 A

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 Kits #K8651 and #K8655 using one (1) Weber 32/34 DFT9 A or 32/34 DFT11 A carburetor have been found not to reduce the effectiveness of required motor vehicle pollution control devices and, therefore, are exempt from the prohibitions of Section 27156 of the Vehicle Code for the vehicles listed below:

<u>Year</u>	<u>Make</u>	<u>Model</u>	<u>Engine (liter, CID)</u>	<u>Redline Kit No.</u>
1968-1973	Datsun	510	1.6, 98	K8651
1970-1972	Datsun	Pick-up (521)	1.6, 98	K8655

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

- 1) The Boost Controlled Deceleration Device (BCDD), on vehicles so equipped, may be disconnected and removed.
- 2) The deceleration control valve (Coasting Richer valve) on vehicles so equipped, may be disconnected and removed.
- 3) On pick-up models, the throttle switch mounted on the carburetor may be disconnected and removed along with the original carburetor.
- 4) The vacuum hose routing may be changed as specified in the installation instructions.

All other original equipment emission control devices must be retained. The vehicle must be tuned to the vehicle manufacturer's specifications.

This Executive Order is valid provided that installation instructions for this device will not recommend tuning the vehicle to specifications different from those submitted by the device manufacturer.

Changes made to the design or operating conditions of the device, 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 this device 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 kit shall not be construed as an exemption to sell, offer for sale, or advertise any component of a kit as an individual device.

This Executive Order does not constitute any opinion as to the effect that the use of this device 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 CARBURETOR CONVERSION KITS #K8651 AND #K8655.

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."

REDLINE, INC.

EXECUTIVE ORDER D-133-11
(Page 3 of 3)

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 4th day of August, 1986.



K. D. Drachand, Chief
Mobile Source Division

State of California
AIR RESOURCES BOARD

EVALUATION OF THE REDLINE CARBURETOR CONVERSION KITS
NO. K8651 AND NO. K8655 USING ONE (1) 32/34 DFT9 A OR 32/34 DFT11 A
WEBER CARBURETOR FOR EXEMPTION FROM THE
PROHIBITIONS OF VEHICLE CODE SECTION 27156
IN ACCORDANCE WITH SECTION 2222, TITLE 13
OF THE CALIFORNIA ADMINISTRATIVE CODE

JULY, 1986

EVALUATION OF THE REDLINE CARBURETOR CONVERSION
KITS NO. K8651 AND NO. K8655 USING ONE (1) MODEL 32/34 DFT9 A OR 32/34 DFT11 A
WEBER CARBURETOR FOR EXEMPTION FROM THE
PROHIBITIONS OF VEHICLE CODE SECTION 27156
IN ACCORDANCE WITH SECTION 2222, TITLE 13
OF THE CALIFORNIA ADMINISTRATIVE CODE

by

Mobile Source Division
State of California
AIR RESOURCES BOARD
9528 Telstar Avenue
El Monte, CA 91731

(This report has been reviewed by the staff of the California Air Resources Board and approved for publication. Approval does not signify that the contents necessarily reflect the views and policies of the Air Resources Board, nor does mention of trade names or commercial products constitute endorsement or recommendation for use.)

SUMMARY

Redline, Inc., a distributor of Italian made Weber carburetors, has applied for exemption from the prohibitions of Vehicle Code Section 27156 for the Redline Carburetor Conversion Kits No. K8651 and No. K8655 using one (1) Weber model 32/34 DFT9 A or 32/34 DFT11 A carburetor.

These Redline Carburetor Conversion Kits are designed to replace the Hitachi carburetors found on 1968-1973 Datsun 510 and 1970-1972 Datsun pick-up trucks with 1.6 liter engines.

Redline has previously demonstrated that the Weber 32/34 DFT9 A and 32/34 DFT11 A carburetors do not cause an increase in emissions when used to replace the original equipment manufacturer (OEM) Hitachi carburetors found on 1972-1980 Datsun vehicles with 1.8 and 2.0 liter engines. Executive Orders D-133 and D-133-1 were issued granting Redline exemptions for those Datsun vehicles. The Datsun 1.6, 1.8 and 2.0 liter engines are of the same design and utilize very similar systems for emission control. The 1.6 liter engines found in the early model 510 and pick-up trucks utilize the most simple emission control systems of all these Datsun vehicles. Because of the previous demonstration of the Weber's ability to perform, with respect to emissions, on newer model-year Datsun vehicles with engines of the same design and with more complex emission control systems, the staff recommends that the exemption be granted as requested for the following vehicle applications:

<u>Year</u>	<u>Make</u>	<u>Model</u>	<u>Engine (liter, CID)</u>	<u>Redline Kit. No.</u>
1968-1973	Datsun	510	1.6, 98	K8651
1970-1972	Datsun	Pick-up (521)	1.6, 98	K8655

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EVALUATION OF THE REDLINE CARBURETOR CONVERSION KITS NO. K8651 AND NO. K8655 USING ONE (1) MODEL 32/34 DFT9 A OR 32/34 DFT11 A WEBER CARBURETOR FOR EXEMPTION FROM THE PROHIBITIONS OF VEHICLE CODE SECTION 27156 IN ACCORDANCE WITH SECTION 2222, TITLE 13 OF THE CALIFORNIA ADMINISTRATIVE CODE

I. INTRODUCTION

Redline, Inc., of Compton, California, a subsidiary of Imported Parts and Accessories Corporation (IMPAC), is a distributor of Italian made Weber carburetors. The company has applied for exemption from the prohibitions of Vehicle Code Section 27156 for two Carburetor Conversion Kits designated as Redline Kits No. K8651 and No. K8655 using one (1) Weber model 32/34 DFT9 A or 32/34 DFT11 A carburetor to replace the original equipment manufacturer (OEM) Hitachi two-barrel carburetors found on the following vehicles:

<u>Year</u>	<u>Make</u>	<u>Model</u>	<u>Engine (liter, CID)</u>	<u>Redline Kit No.</u>
1968-1973	Datsun	510	1.6, 98	K8651
1970-1972	Datsun	Pick-up (521)	1.6, 98	K8655

This report describes the evaluation of the Redline Carburetor Conversion Kits and the findings.

II. CONCLUSION

Based on a previous demonstration that the Weber 32/34 DFT9 A and 32/34 DFT11 A do not cause an increase in emissions when used to replace the OEM carburetors on later model-year Datsun vehicles with more complex emission control systems, the staff concludes that the installation of the Weber 32/34 DFT9 A or 32/34 DFT11 A carburetor will not have an adverse effect on emissions when installed on the vehicles described above.

III. RECOMMENDATION

The staff recommends that Redline, Inc. be granted exemption from the prohibitions of Vehicle Code Section 27156 for the Redline Carburetor Conversion Kits No. K8651 and No. K8655 for use on the vehicles described above and that Executive Order No. D-133-11 be issued.

IV. DEVICE DESCRIPTION

The Redline Carburetor Conversion Kits No. K8651 and No. K8655 are similar in design. Each kit uses one (1) model 32/34 DFT9 A or 32/34 DFT11 A Weber carburetor as an economical replacement for the OEM carburetors found on the 1968-1973 Datsun 510 passenger cars and pick-up trucks described previously. The model 32/34 DFT9 A (9 A) and model 32/34 DFT11 A (11 A) Weber carburetors have the same calibration and can be used interchangeably. The only difference between the two models is that the 9 A is built in the Weber factory with an EGR port and the 11 A is not. For applications which require an EGR port the 9 A can be used "as is" and an EGR port can be added to the 11 A by Redline, at their facility, making the two models equivalent. For applications which do not require an EGR port the 11 A can be used "as is" and the EGR port on the 9 A can be plugged.

The Datsun 510 passenger cars and pick-up trucks described previously are equipped with a Hitachi carburetor. The Hitachi carburetor is of the progressive two-barrel design (See Appendix 1).

The Weber 32/34 DFT is a progressive two-barrel carburetor which is similar in basic design to the OEM carburetors (See Appendix 2). The Weber 32/34 DFT is a slightly different version of the Weber DFT (Ford 740) carburetors used as original equipment on some Ford imports originally sold in California. It has provisions for vacuum operated emission control systems,

including distributor vacuum advance/retard units, EGR and air injection control systems.

A variety of emission control devices are used on these vehicles. Some are integral to the OEM carburetor and others are external devices which either control specific functions of the OEM carburetor or are activated by movement of the throttle. The installation of the Weber carburetor retains most of these devices or duplicates the functions of the devices in a different manner, however, some devices cannot be retained. These devices and their disposition after the installation of the Weber carburetor are:

- 1) The Boost Controlled Deceleration Device (BCDD), on vehicles so equipped, is disconnected and removed.
- 2) The deceleration control valve (Coasting Richer valve) on vehicles so equipped, is disconnected and removed.
- 3) On pick-up models, the throttle switch mounted on the carburetor is disconnected and removed along with the original carburetor.

The Redline Kits No. K8651 and No. K8655 come complete with a Weber DFT carburetor, an air cleaner adaptor and all the hoses, gaskets and hardware necessary to install the Weber carburetor on the Datsun 510 or pick-up vehicles. Installation instructions, which are included in every kit, show the kit installer how to properly install the Weber carburetor. Vacuum port diagrams, contained in the instructions, show the proper vacuum hose connections to the Weber carburetor (see Appendix 3). Facsimilies of the identification labels are shown in Appendix 4.

V. DEVICE EVALUATION

The evaluation of the Redline carburetor conversion kits K8651 and K8655 is based on an engineering evaluation and comparative exhaust emissions testing performed previously on similar Datsun vehicles during the evaluation of similar Redline kits which led to the issue of Executive Orders D-133 and D-133-1.

Two of the disconnections associated with kits K8651 and K8655, the coasting richer valve and the BCDD are very similar. The coasting richer valve is used on 1970 and 1971 Datsun vehicles and BCDD is used on 1972 and later Datsun vehicles for the control of hydrocarbon emissions during deceleration. The coasting richer valve is an electrically activated solenoid which allows additional air-fuel mixture to by-pass the throttle plate of the carburetor during deceleration which provides enough mixture to the engine to maintain combustion thereby reducing hydrocarbon emissions. It is activated through a series of switches which can detect a decelerating condition.

The BCDD performs the same by-passing function, but, it is activated by high intake manifold vacuum which occurs during deceleration. The disconnection of the BCDD was evaluated on two Datsun test vehicles; a 1976 Datsun 710 and a 1980 Datsun Pick-up. Both of these test vehicles had their BCDD device disconnected when the Weber carburetor was installed. The results of the comparative exhaust emissions tests performed at Import Certification Laboratories of Anaheim, California, are shown in Table 1 and Table 2.

Table 1

Test Results: 1976 Datsun 710
 Test Procedure: Back-To-Back CVS-75

<u>Condition</u>	Exhaust Emissions gm/mi			Fuel Economy mi/gal
	<u>HC</u>	<u>CO</u>	<u>NOx</u>	<u>City</u>
Baseline	0.8	4.6	2.2	18.8
Production Weber	0.9	4.8	1.8	19.4

Table 2

Test Results: 1980 Datsun Pick-Up
 Test Procedure: Back-To-Back CVS-75

<u>Condition</u>	Exhaust Emissions gm/mi			Fuel Economy mi/gal
	<u>HC</u>	<u>CO</u>	<u>NOx</u>	<u>City</u>
Baseline	0.2	4.1	1.1	22.0
Production Weber	0.2	2.7	1.0	22.2

The results of these tests show that while the installation of the Weber carburetor requires the removal of the BCDD no adverse emissions impact occurs. Because these tests demonstrated the ability of the Weber carburetor to control emissions during deceleration without the use of any external devices the staff has determined that the disconnection of the coasting richer valve will not cause an adverse emissions impact either.

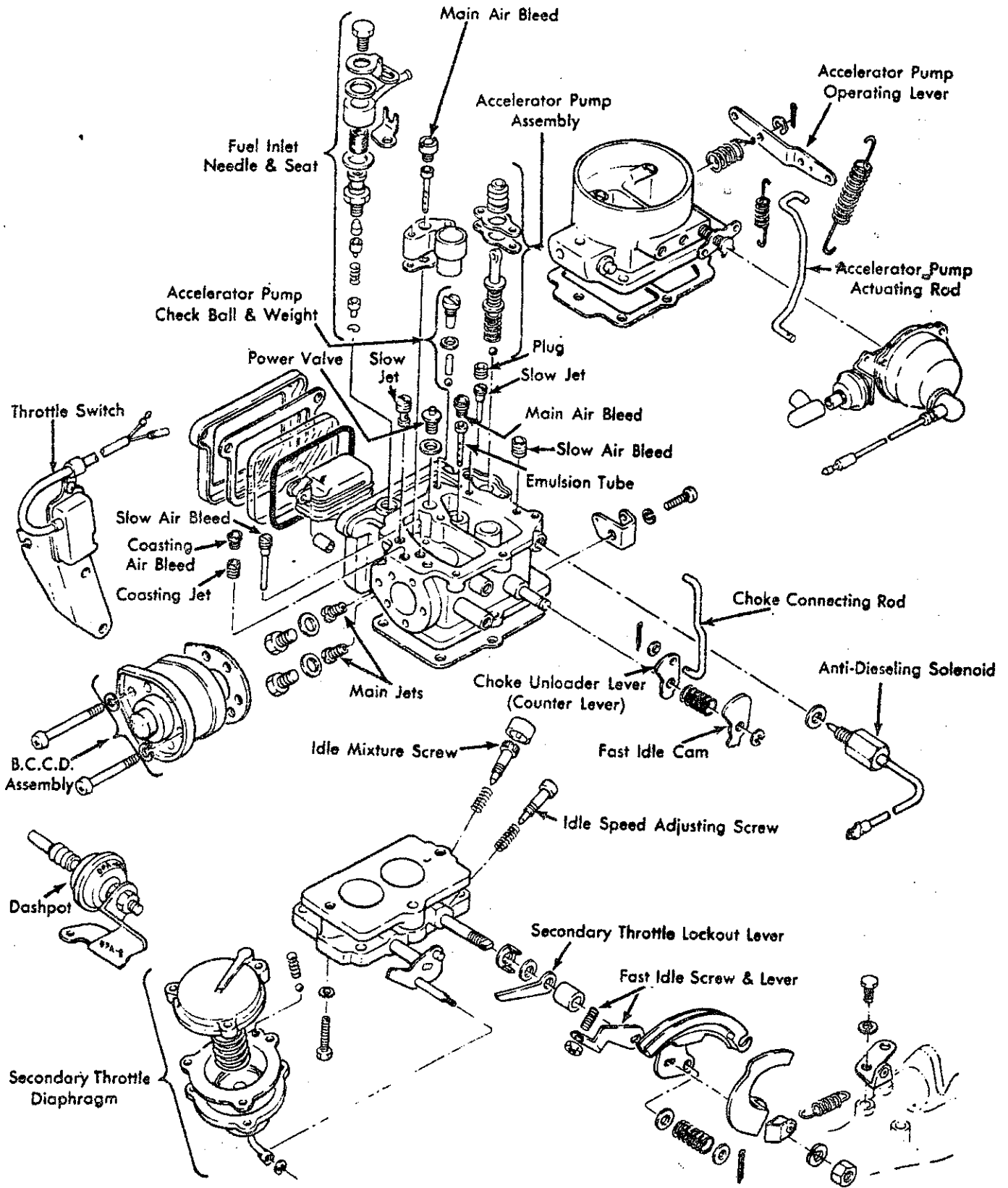
The only other disconnection required for the installation of kits K8651 and K8655 is the disconnection and removal of the throttle valve switch which is mounted on the original Hitachi carburetor used on the 1970-1972 Datsun Pick-ups only. The disconnection of this switch alters the function of the original equipment dual point distributor system. The function of this system is to retard the ignition timing, when the vehicle is under light load in third gear and warm. It does this via a second set of points which are seven crankshaft degrees out of phase in the retarded direction. The disconnection

of this switch prevents this retarding action from occurring under the proper conditions. The staff evaluated the CVS-75 test cycle and determined that the retarded points would only be activated nine percent of the entire test cycle on a bag weighted basis. Therefore, the staff has determined that the disconnection of this system would have little effect on emissions. It should be noted that Nissan dropped the use of the dual point distributor system in 1974 and later years and did not replace it with any equivalent system and were still able to meet certification requirements.

VI. DISCUSSION

The evaluation of the Redline carburetor conversion kits No. K8651 and No. K8655 is based on an engineering evaluation. Kits No. K8651 and No. K8655 are very similar to Kits No. K8660, No. K8650, No. K8640, and No. K8666, which were previously exempted, with the significant differences being in throttle linkage. The engines used in the Datsun 510 and pick-up vehicles are of the same design as the engines used in the newer model-year Datsun vehicles for which exemptions have already been granted, with the significant differences being in displacement and the complexity of the emission control systems, with the Datsun 510 and pick-up vehicles being less complex. As shown by the comparative exhaust emission tests previously performed the disconnection of the BCDD or similar devices does not have a significantly adverse effect on emissions. The effect of removing the throttle valve switch has been determined to be negligible.

Therefore, the staff recommends that the requirement for comparative emissions tests on Kits No. K8651 and No. K8655 be substituted by this engineering evaluation and that Redline, Inc. be granted an exemption for these kits.



CARBURETOR EXPLODED VIEW

32 / 34 DFT 4

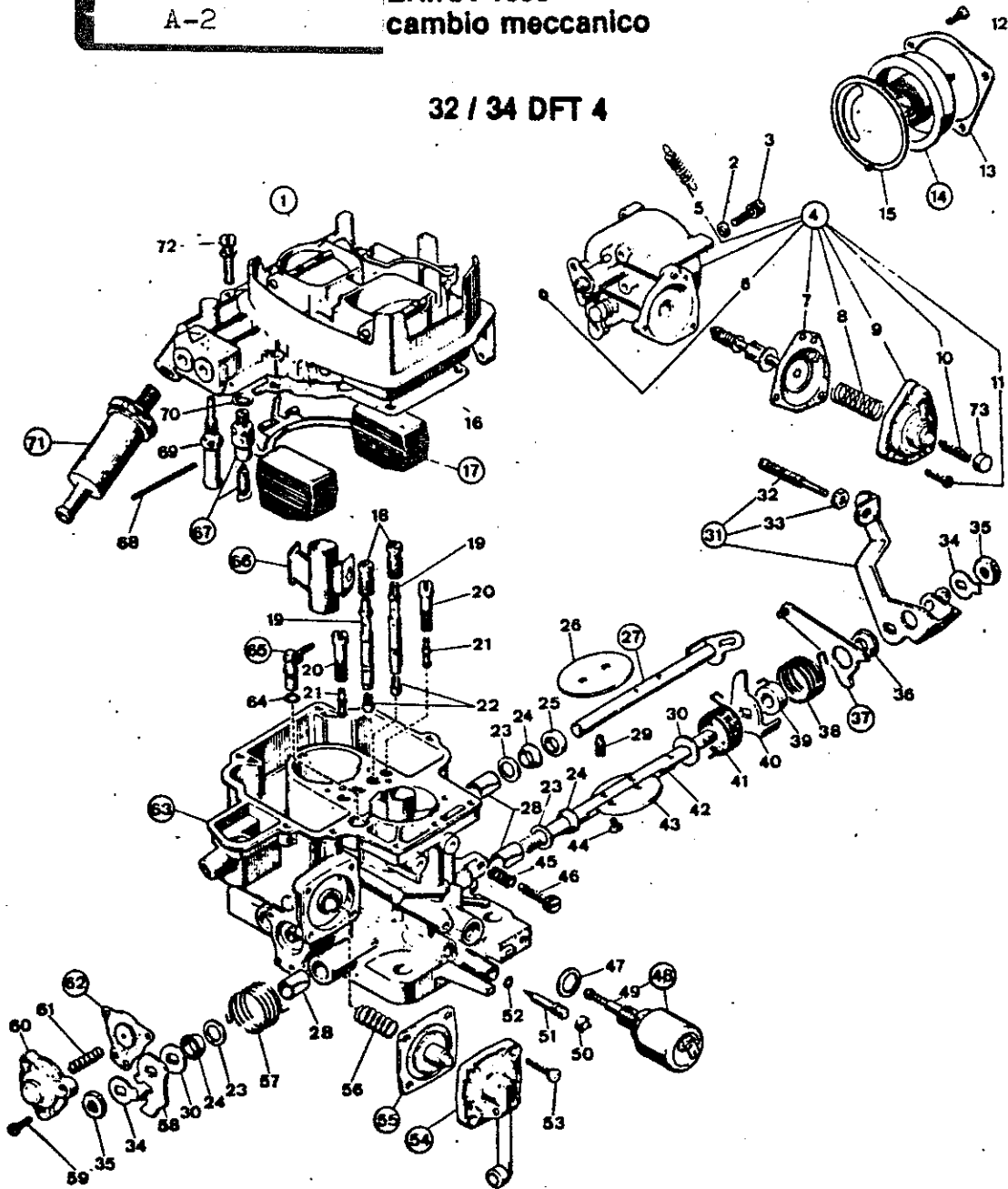


Fig.	Q.tà	Denominazione	Matricola	Fig.	Q.tà	Denominazione	Matricola
1	1	Coperchio carburatore	31716.751	20	2	Portagetto del minimo	52570.004
2	3	Rosetta	55510.107	21	1	Getto minimo primario	74403.050*
3	3	Vite fissaggio dispositivo avviamento	64700.004	21	1	Getto minimo secondario	74403.060*
4	1	Dispositivo avviamento completo di:	57804.400	22	1	Getto principale primario	73405.112*
5	1	— Molla avviamento	47605.042	22	1	Getto principale secondario	73405.125*
6	1	— Guarnizione	41565.008	23	3	Rosetta di fermo piastrina teflon	55510.087
7	1	— Membrana	47407.150	24	3	Guarnizione tenuta alberini	41575.010
8	1	— Molla per membrana	47600.141	25	1	Boccola di ritengo guarnizione alberino	12750.065
9	1	— Coperchio per membrana	32384.041	26	1	Valvola a farfalla secondaria	64005.018
10	1	— Vite registro membrana	64595.022	27	1	Alberino principale secondario	10015.311
11	3	— Vite fissaggio coperchio membrana	64560.004	28	3	Piastrina supporto alberino	62130.010
12	3	Vite fissaggio piastrina	64615.004	29	1	Vite registro farfalla secondaria	64595.013
13	1	Piastrina bloccaggio scatola termostatica	62135.029	30	2	Rosetta rasamento alberino primario	65566.019
14	1	Scatola con spirale termostatica	57804.428	31	1	Leva comando valvola a farfalla completa di:	45041.165
15	1	Guarnizione tenuta calore	41640.056	32	1	— Vite registro minimo veloce	64595.025
16	1	Guarnizione coperchio carburatore	41705.057	33	1	— Dado	34715.018
17	1	Galleggiante	41030.012	34	2	Rosetta di sicurezza	65520.002
18	1	Getto aria di freno primario	77501.160*	35	2	Dado fissaggio alberino primario	34715.014
18	1	Getto aria di freno secondario	77501.150*	36	1	Boccola per leva allentata	12775.053
19	1	Tubetto emulsionatore primario	61450.229*	37	1	Leva allentata	45069.015
19	1	Tubetto emulsionatore secondario	61450.229*	38	1	Molla richiamo leva allentata	47810.062

Instruction Supplement for Redline Inc.**Kit Nos. K8651 and K8655****DATSUN 510 & 521****1968 TO 1973**

WEBER TECH-LINE

800-WEBER CA Inside California
(932-3722)
800-WEBER US Outside California
(932-3787)

L16 Engine, All Transmissions

This supplement is to be used in conjunction with instruction sheet Part No. 444-8650 IN for Redline Inc. Kit Nos. K8640/8650. All instructions for Kit Nos. K8640/8650 remain in effect, except as noted below.

General Note: Certain vehicles may not have all of the devices, hoses, wires, etc. listed in these instructions, or they may be in a slightly different location than shown here. DO NOT PANIC. Variations are common.

Instruction No.

- 7d. Omit this step.
- 17. 521 Only - Install throttle cable bracket supplied on carburetor mounting studs then secure carburetor with flange nuts and washers supplied in the kit.
- 18. 510 Only - Remove original throttle lever from stock carburetor and place on Weber carburetor. Use the flat washer supplied to space lever out if needed.
- 19. Connect the wire kit supplied from carburetor to any 12 volt source that is hot with ignition on.
- 21. If vehicle was equipped with a steel vacuum advance tube, slide compression fitting on carburetor side back far enough to slide hose on then connect to port nearest front of vehicle.
- 22. Omit this step.

This kit is a replacement conversion. The information pertaining to C.A.R.B. E.O. No. D133 does not apply.

Replacement carburetors meet original equipment performance levels and are offered as direct replacements. When properly installed, they are legal for use on Public Highways in California.

444-8651-IN

A-4

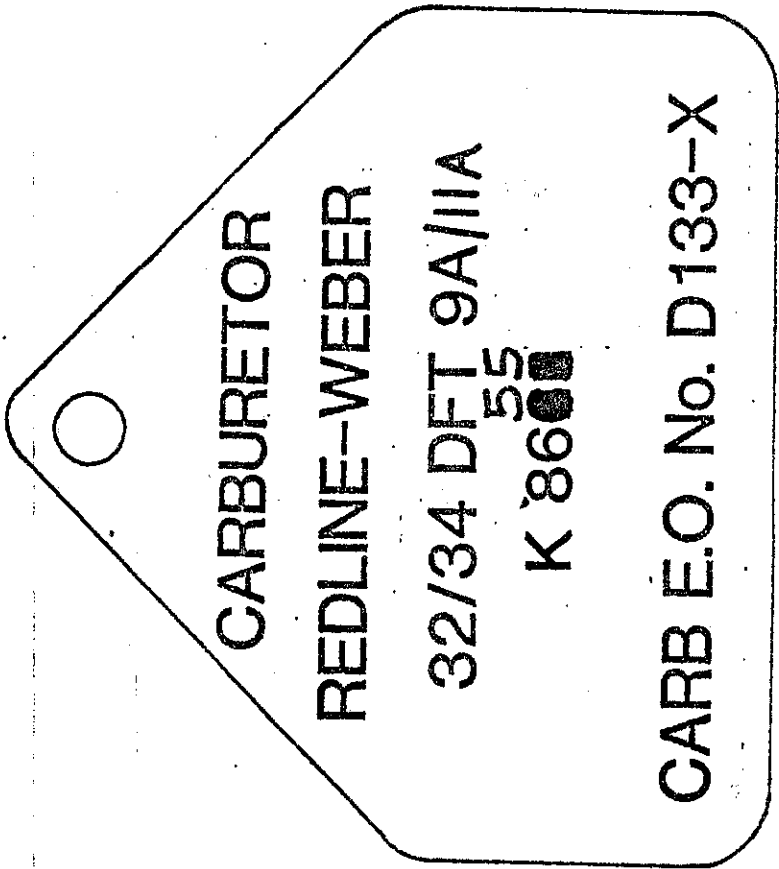
CARBURETOR

REDLINE-WEBER

32/34 DFT 9A/11A

K 86⁵1

CARB E.O. No. D133-X



CARBURETOR

REDLINE-WEBER

32/34 DFT 9A/IIA

55

K 8600

CARB E.O. No. D133-X

INSTALLATION INSTRUCTIONS



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

DATSUN 610, 620, AND 710 1972 TO 1976

*L18 and L20B Engines, All Transmissions
For Kit Nos. K 8640 and 52-50514 (Pickup)
K8650 and 52-50512 (Sedan)*

TOOLS AND EQUIPMENT NEEDED

Combination, Box or Open-End Wrenches (metric)
Socket Set with 12mm Socket
Screwdrivers (regular and Phillips)
Pliers
Gasket Scraper
Wiping Rags
Cleaning Solvent
Knife
Gasket Sealer

PARTS SUPPLIED WITH INSTALLATION KIT:

1 - Weber 32/34 DFT CARburetor
1 - Air Filter Adaptor
1 - Fuel Line
1 - Hardware Kit

TUNE-UP SPECIFICATIONS

All tune-up specifications for the Weber Carburetor remain the same as those specified by the Datsun 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.

NOTE: 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 be identified with a corresponding number tag or label system. To establish function, locate and identify the source of each line.

This kit is sold under the provisions of California Air Resources Board Executive Order No. D-133 (C.A.R.B. E.O. No. D-133). 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.

C.A.R.B. E.O. No. D-133 is valid for Datsun: 610, 620, 710 (72-76) fitted with L18, or L20B engines.

PREPARATION FOR KIT INSTALLATION.

1. Remove the vehicle gas cap.
2. Raise the hood and disconnect the vehicle battery.
3. Remove the fuel line and clamps.
4. Remove the two air filter bracket bolts at the front of the air filter.
5. Disconnect the following lines from the air filter. Identify removed lines to aid in reassembly. See figure 1.

- a. Gulp Valve
- b. Cam Cover
- c. Hot Air Tube
- d. Air Pump
- e. Manifold Vacuum
- f. Evaporative Canister

6. Remove the air filter from the vehicle.

7. Disconnect the following carburetor lines and wires. Identify removed lines and wires to aid in reassembly. See figure 2.

- a. EGR (Exhaust Gas Recirculation) Vacuum
- b. BCDD (Boost Control Deceleration Device) Vacuum
- c. Red Anti-Dieseling, Idle Cutoff Solenoid Wire
- d. Blue Choke Wire
- e. White BCDD Wire
- f. Vacuum Advance to Distributor

NOTE: Some vehicles have altitude compensation devices which have two (2) vacuum lines connecting the carburetor with a unit mounted on the left inner fender, behind the BCDD unit. These lines may be discarded. See figures 2 and 3. The BCDD electrical wire will not be used on the Weber Carburetor and should be disconnected and discarded.

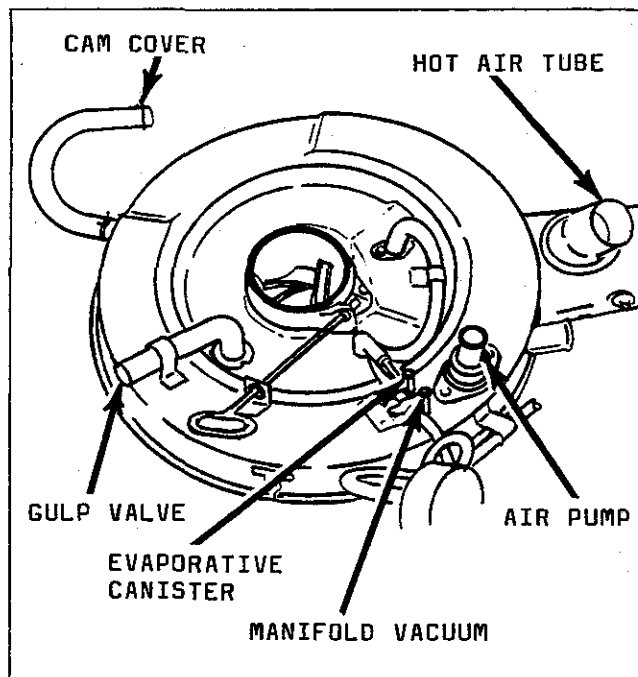


Figure 1

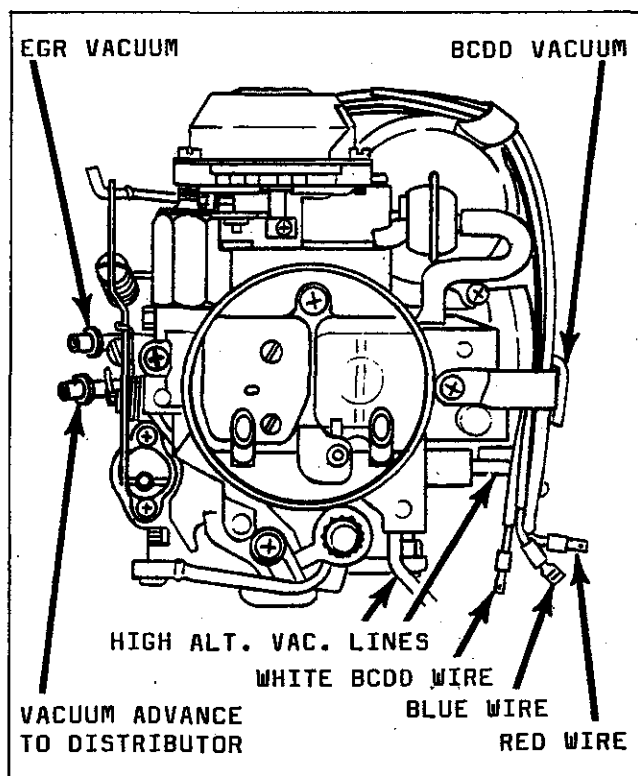


Figure 2

8. Remove cotter pin, spring, and washer from the carburetor linkage arm. On vehicles with cable throttle linkage, remove the cable from the throttle quadrant.

9. Remove carburetor flange nuts and lift carburetor and flange gasket from the intake manifold.

10. Remove the four flange studs from the intake manifold.

NOTE: Flange studs are removed with a stud removal/installation tool or by a double-nut procedure. (Two nuts are threaded on stud to be removed and locked tightly together. The stud can then be unscrewed from the manifold).

11. After the flange studs are removed, clean the manifold face.

KIT INSTALLATION.

12. Use stud removal/installation tool or the double-nut procedure and install the new flange studs supplied in the kit, in the manifold flange.

13. Install the smaller of the two gaskets supplied on the manifold flange.

14. Install the plastic insulator block, supplied in kit, on the manifold. Place the remaining gasket on the insulator block.

NOTE: The insulator block has a tapered hole which must match the original manifold at the bottom, and the carburetor at the top.

15. Remove one-way air valve and hose. Fit spacer and threaded adaptor as shown in figure 4. Shorten the air hose 1-1/2 inches. Refit hose and valve assembly as shown. If necessary, reposition air valve for clearance with choke solenoid.

16. Install Weber carburetor on manifold with choke assembly toward the front of the vehicle. See figure 5.

17. Secure carburetor with flange nuts and washers supplied in the kit.

18. Reconnect throttle arm with cotter pin, spring, and washer removed in step No. 8. On vehicles with cable throttle linkage, connect cable to throttle quadrant on Weber carburetor.

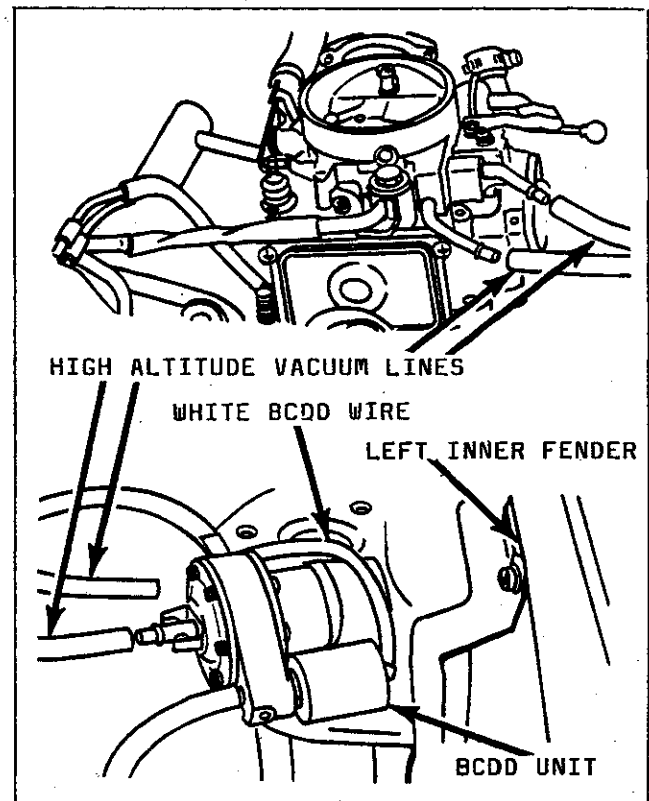


Figure 3

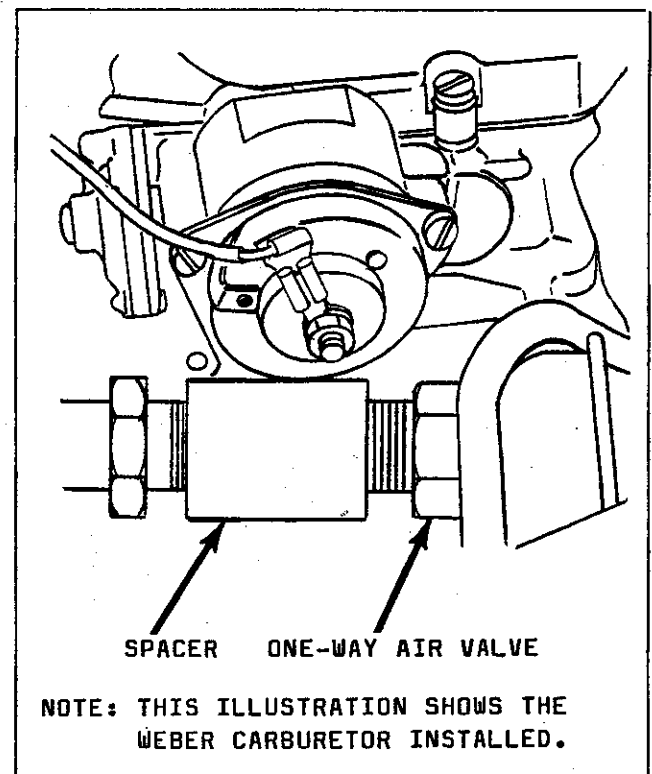


Figure 4

19. Reconnect blue electric choke wire and red idle cutoff solenoid wire to corresponding units on the Weber carburetor. See figure 6.

20. Connect the fuel hose supplied in the kit from the stock Datsun fuel outlet to fuel inlet on the Weber carburetor. Secure hose with clamps supplied. See figure 6.

21. Connect the EGR and Vacuum Advance lines with the EGR line nearest the firewall and the Vacuum Advance line toward the front of the vehicle. See figure 6.

22. Install the black and gold vacuum delay valve supplied in the kit in the vacuum line that connects the EGR valve to the thermal switch. Install the vacuum delay valve by cutting a 1/2-inch piece out of the vacuum line and installing the delay valve in the line. Install the delay valve with the black side toward the thermal switch and the gold side toward the EGR valve.

23. Reconnect the lines removed in steps 5a through 5f to the air cleaner. See figure 1.

24. Install the air cleaner adaptor and air cleaner with the two oval air filter spacers supplied and the two air filter bracket bolts removed in step 4.

25. Tighten the two bracket bolts to secure the air filter.

26. Reconnect the vehicle battery.

27. Depress the throttle fully, then release to initiate the cold-start device.

28. **START THE ENGINE.** After warmup check for leaks around the carburetor mounting base and correct as necessary. With engine idling, use a spray can of carburetor cleaner with hose attachment to isolate a leak. Spray cleaner around carburetor mounting base. If any of spray is entering the induction system, the idle speed will change.

29. Check idle speed and adjust as necessary to 750 rpm. Idle mixture is preset

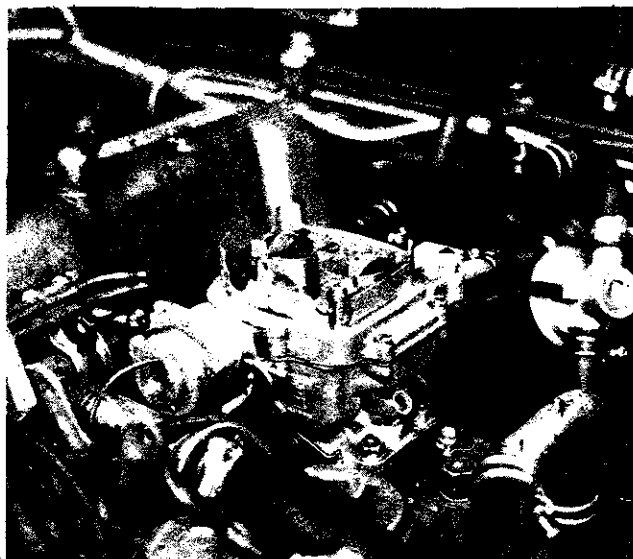


Figure 5

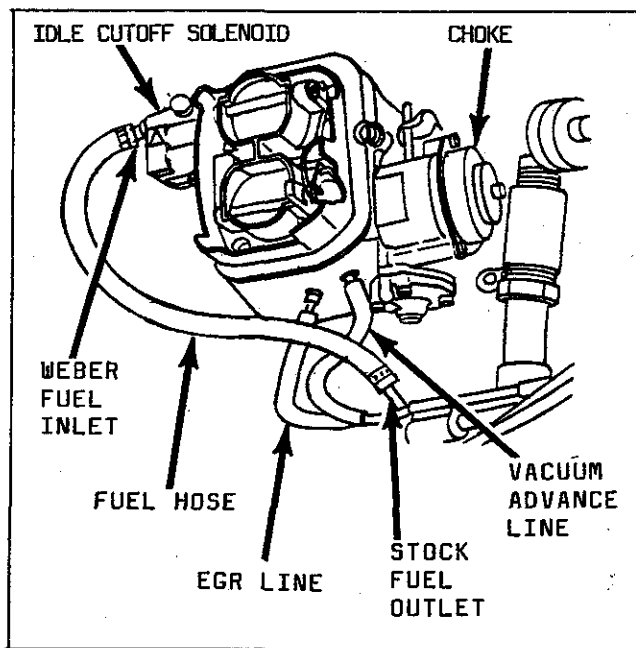


Figure 6

at Weber factory. Refer to Tune-Up Specifications on page 1.

30. CHECK FOR ADEQUATE HOOD CLEARANCE BEFORE CLOSING THE HOOD.

NOTE: If difficulties arise during kit installation **WEBER U.S.** will make every effort to provide needed assistance. Contact our technical liaison through your distributor for this assistance.