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Tuning your WEBER DCOE Style Carburetor—Mini-Mania
Tuning and Troubleshooting Weber Carbs—Pegasus-Auto...

5. Tuning (TBD) This section is specific to tuning Triple Weber DCOE Side Draft Carburetors on the Datsun 240z, 260z & 280z. The principals will apply to other applications. Here are the default settings for DCOE's on 240z's & 260z's that are published in books. These may be useful starting points for some (note the rare and expensive 42DCOE): 1. Table of Contents

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DCOE Adjustment controls Tuning & Adjustment. 1. Critical! Be sure for initial carburetor set up all air by-pass screws should be in closed position. These are not commonly used in standard carburetor adjustment. 2. Set the idle speed screw at ¼ to ½ turn in after contact with throttle lever.

The screw will be sensitive and should only take ¼ to ½ turns to achieve the idle speed you like. Check and set idle to your driving preference. Put the car in gear and apply slight load, (AC on) and set the Idle as you like it. Don't set it too high, as this will cause causes excessive clutch and brake wear.

Tuning your WEBER DCOE-Style Carburetor. So you have a nifty Weber DCOE or S&K Racing side draft carb setup for your vehicle. You're ready to chew gum and kick butt, and you've run out of gum. You bolted on the carb in place of your SUs or Zenith-Strombergand voila!

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Weber 32/36 Setup, Ch.1 | SV3Power-Products

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Adjust the Idle-Air Screw so that the butterfly valve and the side of the carburetor barrel wall on the side of the Idle-Air Screw is 0.004 inches. An appropriate size feeler gage should slide out of this opening with just a bit of resistance.

Volkswagen Weber IDF—Zen Seeker

You need to be able to concentrate on setting the fuel mixture, not trying to work around other problems. Set the float level correctly, and have a carburetor rebuild kit or gasket set ready. Make sure you have no fuel leaks or other fire hazards. All tuning should must be performed with the engine thoroughly warmed up to operating temperature.

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