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GUIDE : Rebuilding a Weber 32/36 DGAV Carb

Started By JSeaman, Mar 11 2013 08:26 AM

Page 2 of 2

JSeaman

Step 104 - Using a new needle valve seat and washer from your service kit, fit the float valve seat into the top of the carb





Step 105 - Fit a new fuel filter from the kit into the fuel inlet housing then torque the nut up with a 19mm socket/spanner







Step 106 - Time to fit the new power valve, press the spring as shown in the first picture. Then peel back the diaphragm slightly (picture 2) to access the retainer - this can just slide out. Maintain pressure on the spring so you don't damage the valve and place into the top of the carb (picture 3), it is easy if you drop the screws in first as shown







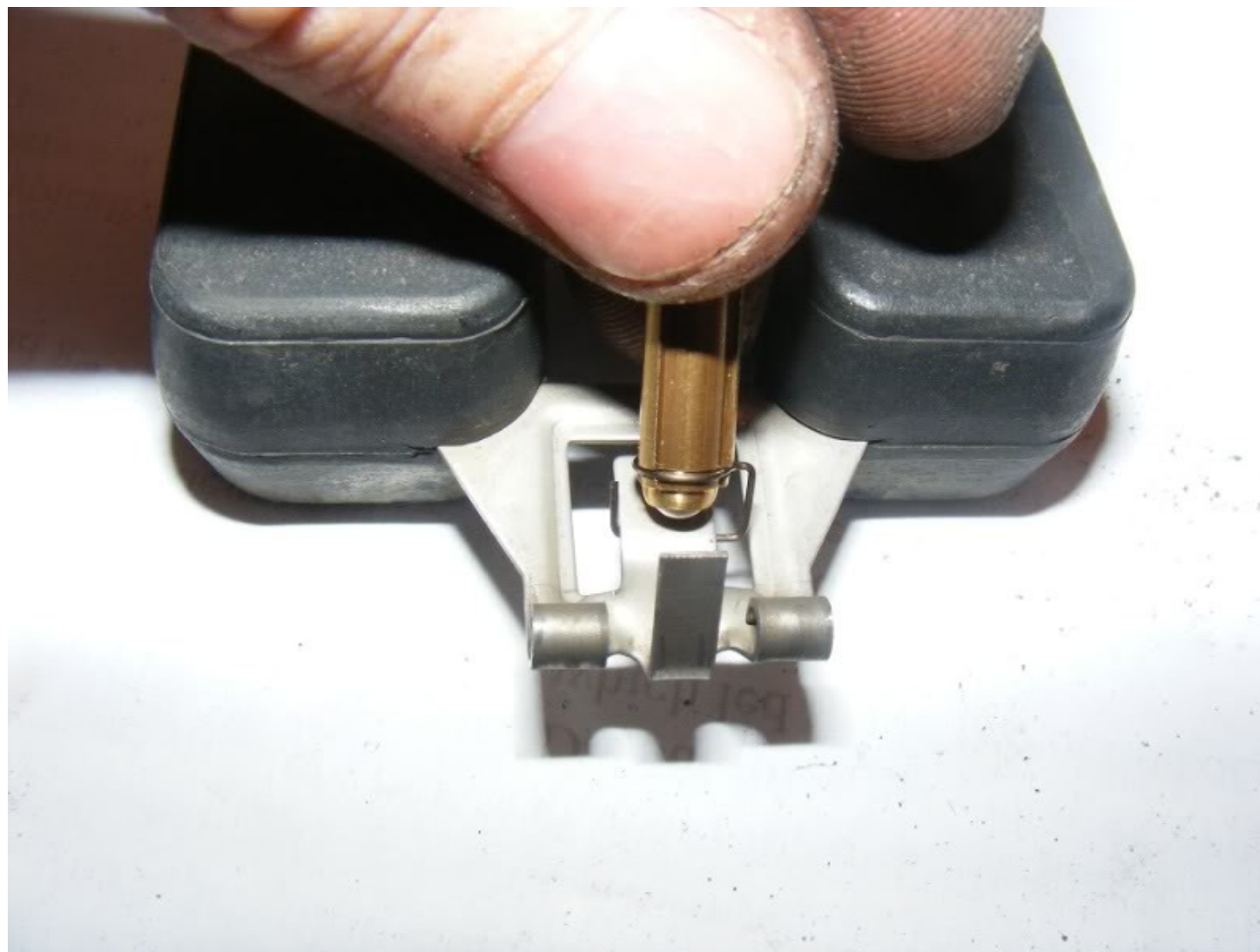
Step 107 - Tighten the 3 screws evenly and check operation as per step 25



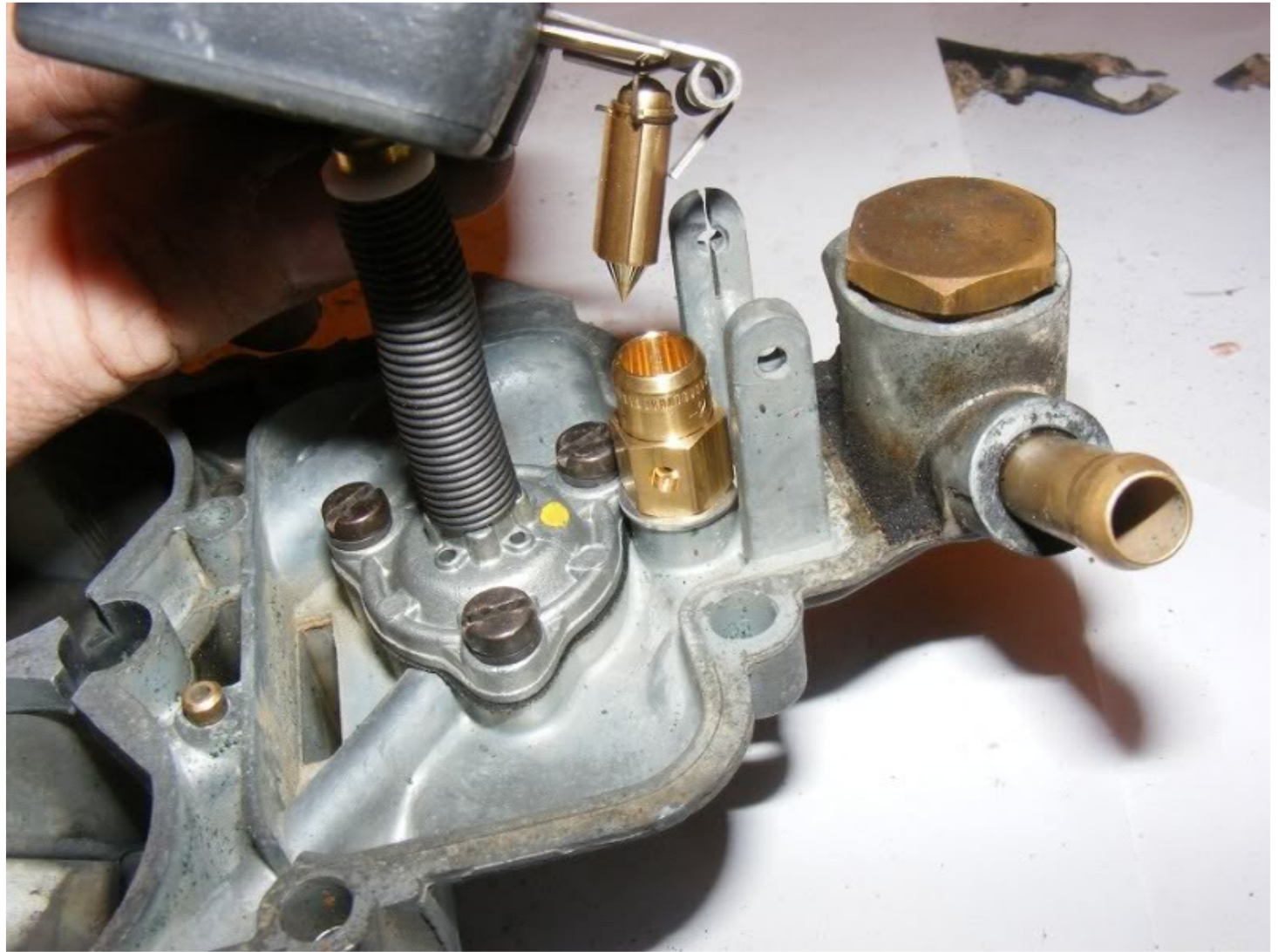
Step 108 - Now clean and check your floats for cracks (picture 1) then attach your new needle valve (picture 2) using the hook as shown in picture 3.







Step 109 - Move the floats over to the top of the carb and line up the new needle valve/seat to fit them



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Step 110 - Refit the float fixing pin



Step 111 - Hold the top of the carb vertically (when installed it is horizontal) and measure the float clearance, it should

be 35mm for plastic floats (41mm for metal) between the top of the float and the face of the carb. The first picture shows the clearance being measure but note the carb top was lying horizontal for ease of taking a picture - it should be vertical



Step 112 - If you need to adjust the float level, bend the metal tab that the needle valve uses as shown in the picture



Step 113 - Fit a new gasket to seal the top/bottom halves of the carb



Step 114 - Place the top of the carb onto the bottom, ensure the floats sit in the chamber properly and that the choke lever is routed correctly (picture 2)





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Step 115 - Use a flatblade screwdriver to join the choke rod to the butterfly valves

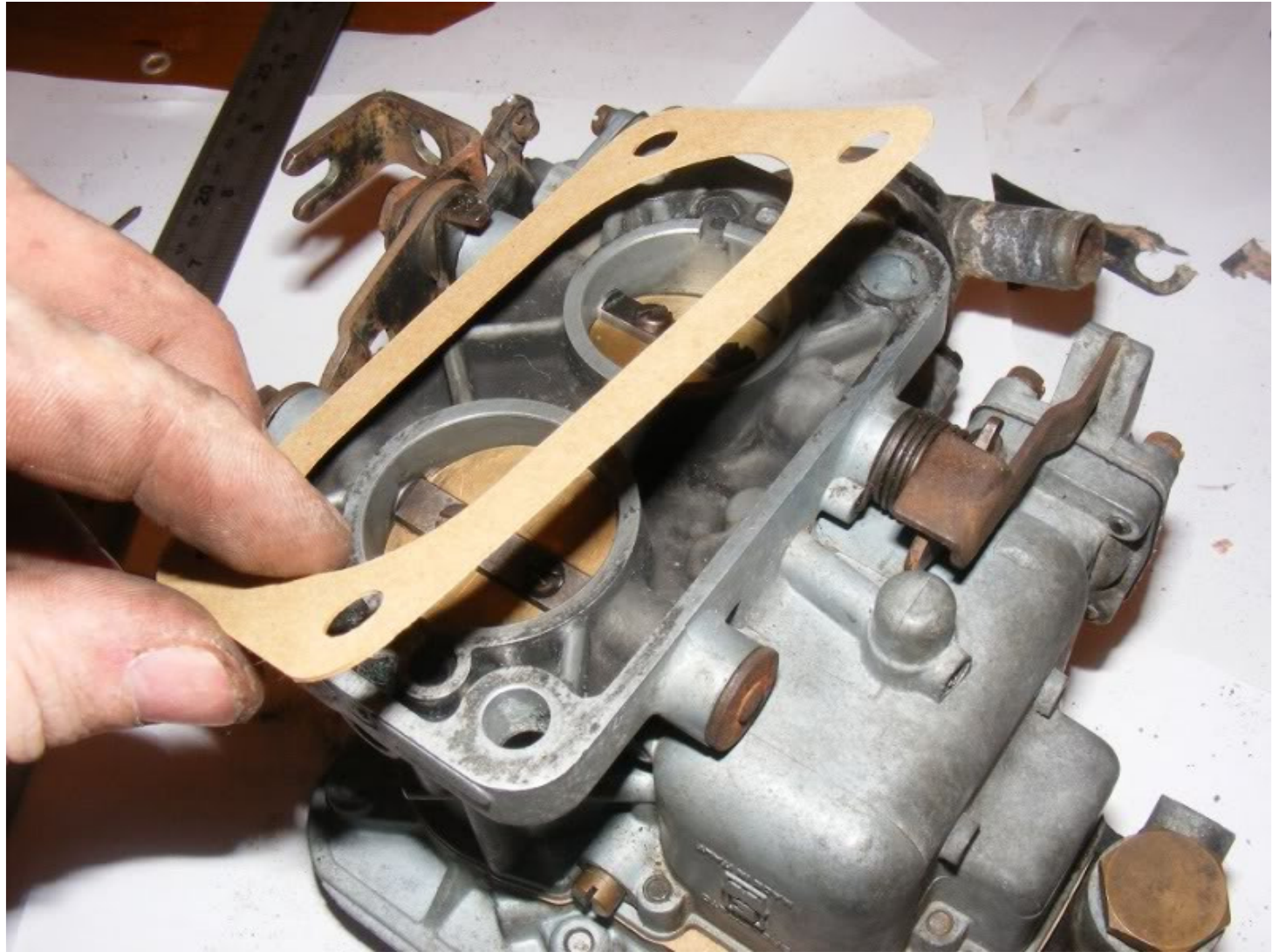


Step 116 - Fit the new circlip from the kit (picture 1) using a pair of pliers (picture 2) and a screwdriver to push it on





Step 117 - Fit the new base gasket



Step 118 - Tighten the 6 screws to the top of the carb and refit on the studs for the inlet manifold, once installed you can go through the process of setting up which involves:





1. Setting the chokes - you need to manually rotate the choke housing such that it closes the butterfly when cold then nip up the three screws that lock it in place. Be very careful if using the 12mm bolt on the outside of the choke housing to rotate it as these are notorious for breaking and difficult to replace

2. Very slowly turn the mixture screw until you feel it start to bottom out (that's the gold shiny screw in the first picture). Once it bottoms out, back off about one and a quarter turns
3. Adjust the idle speed screw (picture 2) until it hits the throttle lever. Once it makes contact, keep turning another half a turn
4. Fire up the car and make it get warm, you may need to rev it and/or apply choke manually by putting your hand over the air inlet
5. Once warm, turn the idle mixture screw (from step 2) until you get the fastest idle speed possible. This should only be +/- 1 turn on a freshly built carb
6. Now you have the fastest idle from the mixture screw, use the idle speed screw (picture 2) to drop the revs below 1k
7. Repeat step 5 to find the fastest idle possible
8. Finally, run at ~2,000 RPM for 10 seconds then let the car idle. Snap the throttle wide open and see if there is any hesitation. If there is, turn the idling jet screw out 1/16th of a turn then repeat step 8 until the hesitation goes