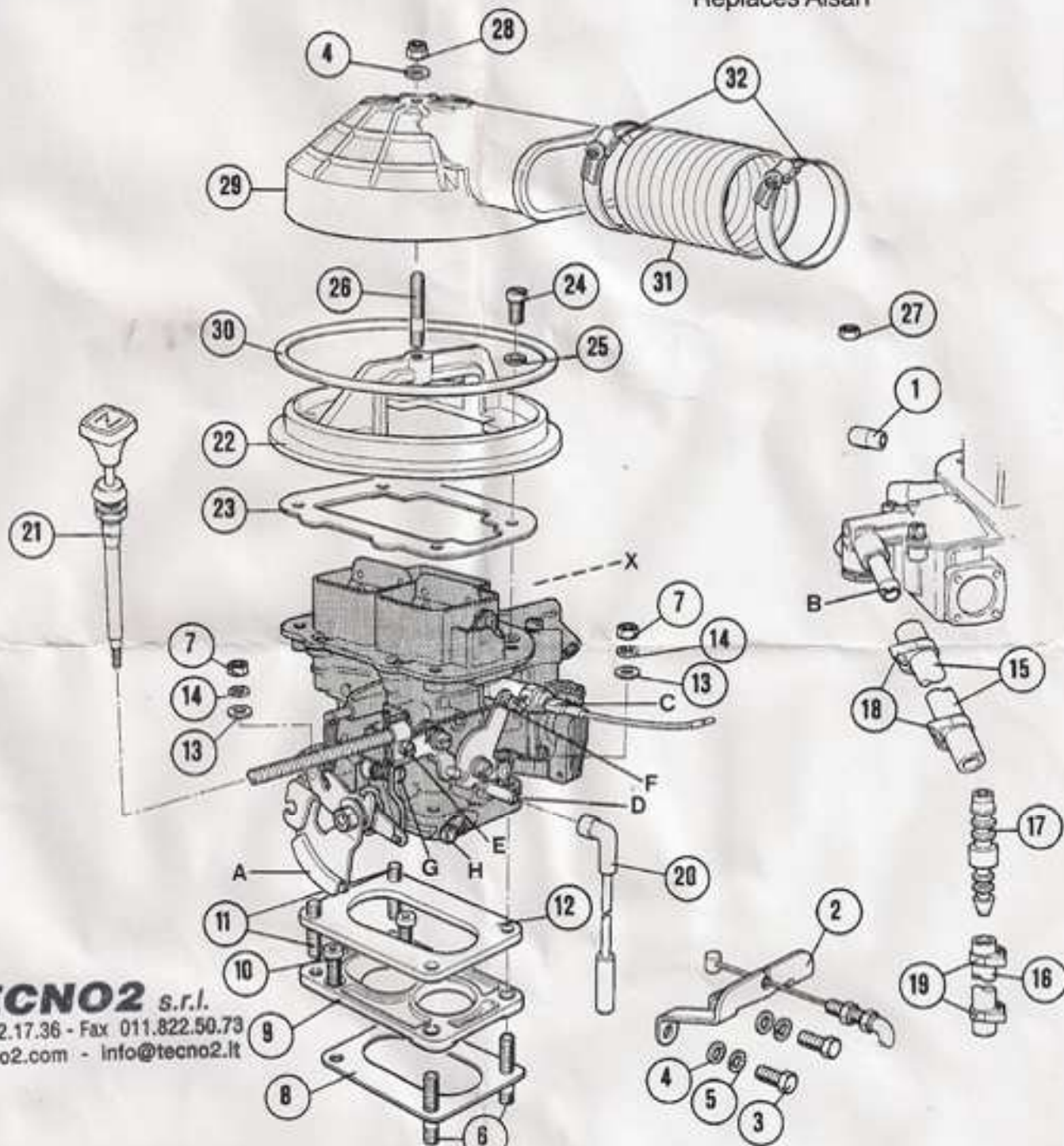


WEBER

CARBURETTORS

SUZUKI SJ413
4x4 JEEP 1324cc
 Kit No. 18870990
 Manual Transmission
 Replaces Aisan



TECNO2 s.r.l.

Tel. 011.822.17.36 - Fax 011.822.50.73
 www.tecno2.com - info@tecno2.it

SPARE PARTS

PART No.	DESCRIPTION	QTY	DRAWING NO.
99901195	Rubber blanking caps	2	1
99901194	Accelerator cable bracket	1	2
99900084	Screw M6x12	2	3
99900304	Plain washer 6mm	3	4
99900077	Lock washer 6mm	2	5
99900759	Stud M8 (long)	2	6
99900097	Nut M8	4	7
99900635	Adaptor gasket	1	8
99901196	Adaptor plate	1	9
99900769	Cap screw M8	2	10
99900286	Stud M8 (short)	2	11
99900026	Insulator gasket	1	12
99000060	Plain washer 8mm	4	13
99004506	Lock washer 8mm	4	14
99900019	Fuel line 7mm I.D. (large) 6"	1	15
99900283	Fuel line 6mm I.D. (small) 6"	1	16
99900522	Fuel line connector	1	17
99900292	Fuel line hose clip (size D)	2	18
99900284	Fuel line hose clip (size C)	2	19
99900687	Distributor vacuum pipe	1	20
99900874	Choke cable	1	21
99900735	Plenum base	1	22
99900315	Plenum base gasket	1	23
99900488	Screw M5	4	24
99900024	Lock washer	4	25
64955108	Stud M6	1	26
99901165	Nut M6 nut (spare)	1	27
99900064	Nut M6 nyloc nut	1	28
99900610	Plenum cover	1	29
99900698	Plenum cover ring gasket	1	30
99901197	Ducting hose	1	31
99900752	Ducting hose clip 85mm	2	32

DISCONNECT THE BATTERY EARTH TERMINAL BEFORE COMMENCING.

CARBURETTOR INTAKE PLENUM REMOVAL

- Unclip the engine breather hose from the air intake plenum on top of the carburettor.
- Unclip the clutch cable from the air filter to intake plenum ducting hose.
- Loosen the two retaining clips and remove the air filter to intake plenum ducting hose.
- Remove the intake plenum from the carburettor, by removing the central fixing nut and washer.

AUTOMATIC CHOKE WATER CONNECTION BY-PASS

- Allow the engine to cool, then carefully release any remaining pressure from the cooling system by momentarily releasing the radiator cap.
- Completely remove the water hose which connects between the carburettor automatic choke and the inlet manifold.
- Disconnect the water return hose from the carburettor flange connection and reconnect it to the now vacant connection on the inlet manifold.
- A small amount of coolant may be lost but if the operation is carried out in the method described it should not be necessary to drain the cooling system. Replace any lost coolant.

FUEL LINE DISCONNECTION

- Release the fuel line pressure by removing the fuel filler cap.
- Disconnect the fuel line to the carburettor from the fuel pump outlet pipe, and remove from the securing clip on the engine rocker cover.

CARBURETTOR WIRING DISCONNECTION

- Disconnect the electrical feed wire from the idle solenoid connection.

ACCELERATOR CABLE DISCONNECTION

- Disconnect the accelerator outer cable from the anchor bracket by unscrewing one of the adjuster lock nuts.
- Disconnect the accelerator inner cable end ferrule from the carburettor throttle lever.

DISTRIBUTER VACUUM ADVANCE DISCONNECTION

- Remove and discard the rubber vacuum pipe which connects the carburettor to the distributor.

VACUUM CONTROL CIRCUIT DISCONNECTION

- Remove the vacuum pipework which connects the control switch on the inlet manifold and the diaphragm unit at the front of the carburettor to the vacuum source on the inlet manifold, then fit the blanking cap (1) supplied, to the inlet manifold.
- Disconnect the second vacuum pipe connection to the diaphragm unit at the front of the carburettor, loop the pipe and reconnect to the now vacant control switch connection. If preferred the control switch may be completely removed as it is no longer required.
- Disconnect from the inlet manifold the remaining vacuum pipe leading to the carburettor and fit the remaining blanking cap (1) provided.

CARBURETTOR AND MOUNTING BLOCK REMOVAL

- Undo the four retaining bolts located on the top face of the carburettor, then remove the complete carburettor assembly.
- Remove the alloy adaptor block from the manifold.
- Ensure that all mating faces are clean before reassembly.

CARBURETTOR/ADAPTOR FITTING

- Remove from the inlet manifold the two retaining clips which at present hold the wiring loom, and the choke coolant hose in place.
- Fit the new accelerator anchor bracket (2) supplied, and refit the two original retaining clips to the inlet manifold, using the two new longer screws (3) plain washers (4) and lock washers (5) provided.
- Fit the two new longer 8mm studs (6) supplied, to the inlet manifold carburettor flange locations furthest from the engine rocker cover, using two nuts (7) locked together.
- Place the new adaptor gasket (8) provided, onto the inlet manifold, then fit the new adaptor plate (9) supplied, and secure in position using the two new cap screws (10) provided.
- Fit the two new shorter 8mm studs (11) provided, to the adaptor plate (9), using two nuts (7) locked together, as before.
- Place the new insulator gasket (12) supplied, onto the adaptor plate (9).
- Fit the new WEBER carburettor as shown in the illustration, arrow 'X' indicating the front of the vehicle. Secure in position using the four new nuts (7) plain washers (13) and lockwashers (14) provided.

ACCELERATOR CABLE CONNECTION

- Remove the accelerator pedal limit stop, which can be found on the floor pan directly below the pedal.
- Connect the accelerator inner cable end ferrule to the throttle lever 'A' on the carburettor.
- Insert the accelerator outer cable adjuster into the new anchor bracket (2), and adjust so as to attain full throttle without stressing the linkage, then secure the two lock nuts. Check that the throttle returns correctly to the idle position.

IMPORTANT: Check the throttle operation before starting or road testing the vehicle.

FUEL LINE CONNECTION

- Join together the large and small diameter fuel lines (15) and (16) supplied, using the connector (17) provided. Secure the connections using one of the large and small hose clips (18) and (19) provided.

- Connect the smaller fuel line (16) to the fuel pump outlet pipe. Route the fuel line along the engine rocker cover utilizing the original securing clip, then connect the larger fuel line (15) to the inlet pipe 'B' on the carburettor. Secure both connections with the remaining large and small hose clips (18) and (19) provided.

CARBURETTOR ELECTRICAL CONNECTION

- Connect the original feed wire to the idle solenoid 'C' on the carburettor.

VACUUM ADVANCE CONNECTION

- Fit the new vacuum advance pipe (20) supplied, with the 90 degree elbow to the vacuum tube 'D' on the carburettor and the straight connector to the distributor connection.

CHOKE CABLE INSTALLATION

- Remove the fascia under tray from below the steering column by undoing the five crosshead securing screws.
- Punch out the pre-formed choke cable mounting hole, found below and to the left of the steering column.
- Remove the rubber blanking grommet from the bulkhead which is situated to the right of the brake servo unit.
- Cut out the centre of the grommet so that the choke cable can pass through it, then re-fit it to the bulkhead.
- Completely remove the inner choke cable and bezel from the outer cable (21) supplied.
- Insert the choke cable mounting sleeve into the mounting position from the rear of the fascia. Adjust the rear fixing nut so that approximately 4mm of thread protrudes through the fascia. Re-fit the bezel and secure with a 6mm allen key.
- Route the outer cable behind the fascia and through the bulkhead using the modified rubber grommet.
- Align the choke cable to the outer cable anchor point 'E' on the carburettor, then allowing for engine movement cut the cable and secure to the anchor point.
- Refit the inner choke cable, so as the choke knob is in the fully returned (off position).
- Connect the inner cable to the actuating lever 'F' on the carburettor, ensure that the choke flaps are in the upright position then cut off any excess inner cable.
- Check the choke for smooth operation and complete return.
- Refit the fascia under tray.

CARBURETTOR INTAKE PLENUM FITTING

- Fit the new intake plenum base (22) supplied, to the carburettor using the new gasket (23) provided. Secure in position using the four new screws (24) and lock washers (25) provided.
- Fit the new 8mm stud (26) provided, to the bridge section of the plenum base (22) using the plain nut (27) and nyloc nut (28) locked together.
- Fit the new plenum cover (29) supplied to the plenum base (22) using the new ring gasket (30) provided. Position the plenum cover intake towards the air filter unit, then secure using the new nyloc nut (28) and plain washer (4) provided.
- Connect the new ducting hose (31) supplied, between the air filter unit and the plenum intake (29). Secure using the two new hose clips (32) provided.

STARTING PROCEDURE AND IDLE MIXTURE ADJUSTMENTS

- Reconnect the battery earth terminal.
- Pull the choke knob fully out, turn the key to crank and start the engine, then push in the choke knob to maintain approximately 1200 RPM until normal working temperature is attained, and the choke can be fully returned.
- Set the engine idle speed to approximately 900 RPM by adjusting the idle stop screw 'G'.
- Adjust the idle mixture screw 'H' to obtain the highest engine speed.
- Repeat the last two operations (c&d) as necessary so that the highest attainable engine speed, by adjusting the mixture screw 'H' is 900 RPM.
- The final adjustment should be made by turning the mixture screw 'H' approximately a half turn clockwise to weaken the mixture and so obtain the emission value of c.o. 1.0% - 1.5% vol. The engine idle speed should now stabilise at 850 RPM.

IMPORTANT: In order to achieve the maximum benefit from your new WEBER carburettor, we advise that the condition of your engine be checked. Also a routine tune is recommended, all settings to the manufacturers specifications, and replace service items where necessary. Where varying engine conditions exist some individual calibration changes/adjustments may be necessary.

Should you experience any difficulties regarding the application of this kit, please contact your nearest WEBER dealer who can be found in the yellow pages under 'carburettors'. As our policy is for continual improvement we reserve the right to alter specification without prior notice.

SUZUKI SJ413 (4x4 JEEP) 1324cc (Manual transmission)

Carburettor 32 DGR

CALIBRATION	Primary	Part No.	Secondary	Part No.
Main jet	120	73801120	105	73801105
Air corrector	170	77201170	135	77201135
Emulsion tube	F7	61440226	F8	61440211
Idle jet	52	74405052	55	74403055
Pump jet	45			
Float level (without gasket)	41mm ± 0.25			