

EMULSION TUBE SELECTION TABLE

With the staggering selection of emulsion tube characteristics, and the chronological assignment of "F" numbers to identify them, this table should help with the tuning of the more popular Weber models.

Richer or leaner fuel curves are achieved by altering the diameters of the tube itself (to establish the volume of fuel in the well), its internal bore, and the arrangement of radial holes drilled into it. The initiation of main metering is determined by the position and number of holes in the top portion of the tube. This is the primary reason the float level is such a critical item on Webers; if the float level is low, the engine will run lean until the airflow is sufficient to draw fuel from the well around the tube. The reverse is true for too high a float level.

TUNING PREFERENCE	61450 TUBES DCOE, IDA & F	61455 TUBES DCD, DCZ	61440 TUBES DFAV, DGAV, IDA (3V only)
Leaner top end	F19	F8, F9, F31	F8, F16, F20
Leaner low end and throttle response	F2, F3, F14, F15	F26, F33	F33, F34
Common usage	F9, F11, F16	F23, F26	F2, F3, F11
Richer low end and throttle response	F7	F30	F5, F7, F21
Richer throttle response, no change to top end mixture	F8	F13	F25
Alcohol usage	F2, F3, F4, F7, F17	F8, F10, F29 F25, F26	F2, F20, F24