

STANDARD TUNINGS FOR POPULAR CARBURETORS

This table is for initial setup of the more popular Weber carburetors, with the most frequently used venturi sizes. The calibrations shown will allow you to run the engine and drive the car in order to verify jetting. These are **BASELINE FIGURES ONLY**. They are based on production jettings (not theoretical figures) for these carburetors on actual vehicles, and always with **CORRECTLY SIZED VENTURIS** for the application.

Most important are the emulsion tube selections, which should be used unless:

1. The calibration for your application has been determined by a tuning professional.
2. Your vehicle came with Webers and the tubes installed are of the original F designation for that car.
3. You are installing a conversion kit calibrated for your car by the kit manufacturer

Refer to the altitude compensation table, page 166, for operation above 5000ft, and main jet changes necessary for maximum performance.

CARBURETOR	MAIN JET	AIR CORR.	E-TUBE	IDLE JET	IDLE AIR	ENGINE SIZE
DCNF 32 or 36	1.20	2.00	F36	0.45	1.50	1.3L-2.0L
DCNF 40	1.30	2.10	F24	0.50	1.40	2.0L-3.0L
DCNF 40 or 44	1.30	1.90	F36	0.50	1.55	(1)
DCNF 42 or 44	1.35	1.60	F25	0.60	1.50	(1)
DCOE	1.35	1.55	F9/F11	0.50	F8/F9	(2)
DFAV Progr. (Secondary)	1.40 1.45	1.65 1.75	F6 F6	0.45 0.50	1.50 0.70	(2),(3)
DGAV Progr. (Secondary)	1.35 1.30	1.75 1.45	F50 F66	0.50 0.50	1.50 0.70	(2)
IDA	1.55	1.80	F14/F24	0.60	0.80	(2)
IDF	1.20	1.75	F11	0.50	1.15	(2)
IDT	1.10	1.80	F1/F2	0.50	1.10	(2)

Notes:

1. With multiple carburetors; one venturi per cylinder.
2. All engines, assuming correctly sized venturi for application.
3. For simultaneous throttle opening versions of this carburetor, use primary settings only.