



WEBER DCOE COLD START DEVICE ELIMINATION KIT CRK001

Thank you for purchasing this genuine Webcon cold start elimination kit for the WEBER 40 / 45 DCOE series of carburettors.

This kit is designed to allow removal of the cold start functionality of the WEBER DCOE carburettor. The requirement to do this is commonplace in situations where the engine can be warmed properly before use (typically off road) and the user wishes to simplify the carburettor operation and reduce the chance of fuel leakage in extreme operating conditions.

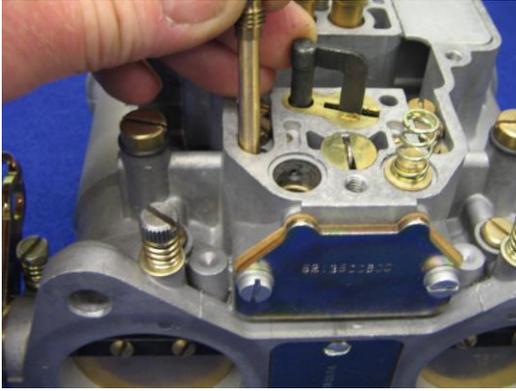
It is strongly recommended that **all** the parts included within the kit are fitted as they are designed to work together. Should the user find that the (standard) pump rod included in this kit is of a different length to the original found in the carburettor. It can be exchanged at Webcon for one of the required length.

Item No.	Description	Qty.	Pt.No.
1	Cold Start Blanking Jet	2	9990319400
2	Brass Blanking Plug	2	6459000800
3	Alloy Blanking Ball	2	5831000100
4	Cold Start Blanking Cap	2	9990319300
5	Cold Start Blanking Cap O Ring	2	9990319500
6	Cold Start Blanking Cap Spring	2	4760006200
7	Cold Start Device Blanking Plate	1	5213500800
8	Cold Start Device Blanking Plate Gasket	1	9990319200
9	Cold Start Device Blanking Plate Screw	2	6469502900
10	Accelerator Pump Rod	1	1041001500
11	Carburettor Top Cover Gasket	1	4171500100
12	Cover Plate	1	9990301400
13	Cover Plate Gasket	1	4164002100
14	Cover Plate Screw	2	6457000900
15	Starter Air Jet Blank	2	7750500000

COLD START DEVICE AND CIRCUIT MODIFICATION

1. Remove the carburettor top cover to access the cold start jets and circuitry.
2. Remove the cold starting jet assemblies as shown in Fig. 1. Remove the lower tube section of the original cold starting jet from the top screw section and replace with the Blank Jet (1) provided in the kit.

Fig. 1



3. Blank off the gallery adjacent to the Cold Start Jet location using the Brass Blanking Plug (2) as shown in Fig.2. or use the Alloy Blanking Ball (3) shown in Fig.3.

To fit the Brass Blanking Plug (2), the gallery requires tapping (threading) M5x0.8mm. The gallery size is 4.2mm diameter; this is the correct tapping size for M5x0.8mm.

N.B. The carburettor will require removal for this operation as the metal particles (swarf) must be thoroughly removed from the carburettor after the tapping operation.

IMPORTANT Failure to remove metal particles after the tapping operation will result in blockages in the carburettor jets and galleries, which could subsequently result in engine damage.

- 3B. An alternative Alloy Blanking Plug (3) that fits into the gallery adjacent to the Cold Start Jet location using a suitable pin punch is also provided. Use this Alloy Blanking Plug if an M5x0.8mm tap is not available to fit the Brass M5 Blanking Plug or if (carefully) carrying out the operation without the removal of the carburettor(s).

N.B. Once again it is very **IMPORTANT** to remove any metal particles from the carburettor, to avoid possible engine damage.

Fig.2

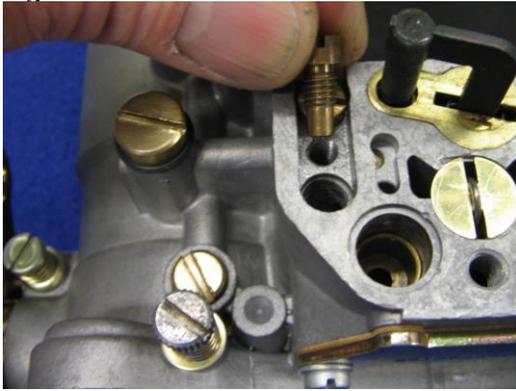
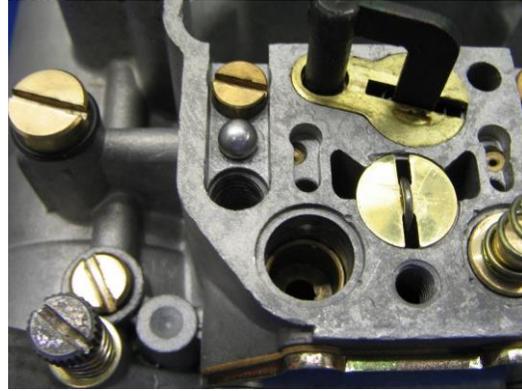


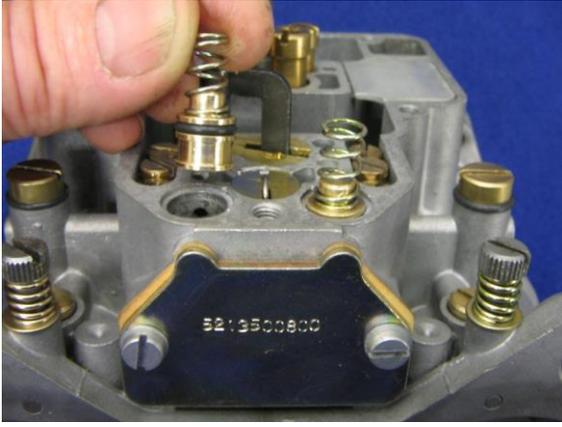
Fig.3



4. Fig. 4 - This shows the fitting of the Brass Cold Start Valve Plug (4) with O ring (5) and retaining spring (6).

N.B. The original spring (No. 55 shown on the DCOE parts sheet) should be retained to ensure the Cold Start Valve No.54 seats correctly, to prevent any possibility of air entering the engine in this area.

Fig.4



5. Remove the original Cold Start (Choke) Device (No. 42 on the DCOE parts sheet) and fit the Blanking Plate (7) using the Gasket (8) and Screws (9) provided. Fig. 4
6. Remove the original Accelerator Pump Rod (No. 61 on the DCOE parts sheet) and replace with the new Pump Rod (10) provided in the kit.
7. Refit the carburettor top cover assembly using the new Gasket (11) and ensure that the float height is correctly set.

N.B. When tightening down the cover the springs shown in Fig. 4 need to be compressed so it is important to tighten the screws evenly. Care should also be observed when removing the top cover to ensure the Brass Cold Start Valve Plugs (4) that is held in position by the Springs (6) are not dislodged by the original spring (No. 55 shown on the DCOE parts sheet).

8. Fit the new Cover Plate (12) and Gasket (13) with the new screws (14) provided to the location on the carburettor mounting flange between the two barrels. This cover plate replaces the original vented type cover plate fitted to most DCOE carburettors.

IMPORTANT NOTICE

The calibration of a new DCOE carburettor is supplied at factory default settings. You are strongly recommended to seek the advice of a suitably qualified engineer and / or use a rolling road to complete the calibration process during carburettor installation.

It is expected that the DCOE carburettor will be dismantled and calibration and float settings checked and adjusted before the engine is first run. Special care must be taken during installation to ensure that throttle linkages have full and free movement with no risk of jamming. It is also recommended that the carburettor be mounted using correctly designed and assembled vibration mounting kits where applicable. This carburettor is designed to function with a fuel supply pressure of 2.0 to 4.0 PSI (subject to needle valve size). Failure to supply fuel at the required pressure could result in engine damage, flooding and / or fire.

The specification and design of the Weber DCOE is intended for road use only, therefore it can not be warranted for use on racetracks either on or off road.

Incorrect installation or calibration of this product could result in damage to the vehicle and also personal injury or death.