

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-133-9
Relating to Exemptions under Section 27156
of the Vehicle Code

REDLINE, INC., A SUBSIDIARY OF IMPAC
REDLINE CARBURETOR CONVERSION KIT #K8408
USING ONE (1) WEBER MODEL 32/34 DFT

Pursuant to the authority vested in the Air Resources Board by Section 27156 of the Vehicle Code; and

Pursuant to the authority vested in the undersigned by Sections 39515 and 39516 of the Health and Safety Code and Executive Order G-45-5;

IT IS ORDERED AND RESOLVED: That the installation of the Redline Carburetor Conversion Kit #K8408 using one (1) Weber 32/34 DFT carburetor have been found not to reduce the effectiveness of required motor vehicle pollution control devices and, therefore, are exempt from the prohibitions of Section 27156 of the Vehicle Code for the vehicles listed below:

<u>Year</u>	<u>Make</u>	<u>Model</u>	<u>Engine (liter, CID)</u>		<u>Redline Kit. No.</u>
1975	Volkswagen	Rabbit, Scirocco	1.5	90	K8408
1976	Volkswagen	Rabbit, Scirocco	1.6	97	K8408

The following are disconnected or removed on the 1976 model-year Volkswagen vehicles with the use of conversion kit #8408:

1. Second stage choke valve pull down.
2. Thermo-time valve for 2nd stage choke pull down.
3. Accelerator pump check valve.
4. Coolant temperature valve for accelerator pump check valve.
5. Cold idle valve.
6. Coolant temperature valve for cold idle valve.
7. Secondary barrel vacuum diaphragm.
8. Coolant temperature valve for second barrel diaphragm.

Changes made to the design or operating conditions of the conversion kit, as exempted by the Air Resources Board, that adversely affect the performance of a vehicle's pollution control system shall invalidate this Executive Order.

Marketing of this conversion kit using an identification other than that shown in this Executive Order or marketing of this conversion kit for an application other than those listed in this Executive Order shall be prohibited unless prior approval is obtained from the Air Resources Board. Exemption of a conversion kit shall not be construed as an exemption to sell, offer for sale, or advertise any component of a conversion kit as an individual device.

This Executive Order does not constitute any opinion as to the effect that the use of this device may have on any warranty either expressed or implied by the vehicle manufacturer.

THIS EXECUTIVE ORDER DOES NOT CONSTITUTE A CERTIFICATION, ACCREDITATION, APPROVAL, OR ANY OTHER TYPE OF ENDORSEMENT BY THE AIR RESOURCES BOARD OF ANY CLAIMS OF THE APPLICANT CONCERNING ANTI-POLLUTION BENEFITS OR ANY ALLEGED BENEFITS OF THE REDLINE CARBURETOR CONVERSION KIT #K8408.

No claim of any kind, such as "Approved by Air Resources Board" may be made with respect to the action taken herein in any advertising or other oral or written communication.

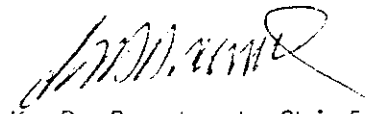
Section 17500 of the Business and Professions Code makes untrue or misleading advertising unlawful, and Section 17534 makes violation punishable as a misdemeanor.

Section 43644 of the Health and Safety Code provides as follows:

"43644. (a) No person shall install, sell, offer for sale, or advertise, or, except in an application to the state board for certification of a device, represent, any device as a motor vehicle pollution control device for use on any used motor vehicle unless that device has been certified by the state board. No person shall sell, offer for sale, advertise, or represent any motor vehicle pollution control device as a certified device which, in fact, is not a certified device. Any violation of this subdivision is a misdemeanor."

Any apparent violation of the conditions of this Executive Order will be submitted to the Attorney General of California for such action as he deems advisable.

Executed at El Monte, California, this 27th day of May, 1986.


K. D. Drachand, Chief
Mobile Source Division

State of California
AIR RESOURCES BOARD

EVALUATION OF THE REDLINE CARBURETOR CONVERSION KIT
NO. K8408 USING ONE (1) 32/34 DFT
WEBER CARBURETOR FOR EXEMPTION FROM THE
PROHIBITIONS OF VEHICLE CODE SECTION 27156
IN ACCORDANCE WITH SECTION 2222, TITLE 13
OF THE CALIFORNIA ADMINISTRATIVE CODE

June, 1986

EVALUATION OF THE REDLINE CARBURETOR CONVERSION
KIT NO. K8408 USING ONE (1) MODEL 32/34 DFT
WEBER CARBURETOR FOR EXEMPTION FROM THE
PROHIBITIONS OF VEHICLE CODE SECTION 27156
IN ACCORDANCE WITH SECTION 2222, TITLE 13
OF THE CALIFORNIA ADMINISTRATIVE CODE

by

Mobile Source Division
State of California
AIR RESOURCES BOARD
9528 Telstar Avenue
El Monte, CA 91731

(This report has been reviewed by the staff of the California Air Resources Board and approved for publication. Approval does not signify that the contents necessarily reflect the views and policies of the Air Resources Board, nor does mention of trade names or commercial products constitute endorsement or recommendation for use.)

SUMMARY

Redline, Inc., a distributor of Italian made Weber carburetors, has applied for exemption from the prohibitions of Vehicle Code Section 27156 for the Redline Carburetor Conversion Kit No. K8408 using one (1) Weber model 32/34 DFT carburetor.

The Redline Carburetor Conversion Kit is designed to replace the Zenith carburetors found on 1975-1976 Volkswagen Rabbit and Scirocco passenger cars with 1.5 and 1.6 liter engines.

Comparative vacuum signal tests and other information submitted demonstrate that the aftermarket Redline Carburetor Conversion Kit No. K8408 using one (1) Weber model 32/34 DFT carburetor does not adversely affect the function of the emission control devices of the applicable vehicles. Based on the results of the tests and the evaluation of the Redline Carburetor Conversion Kit, the staff recommends that the exemption be granted as requested for the following vehicle applications:

<u>Year</u>	<u>Make</u>	<u>Model</u>	<u>Engine (liter, CID)</u>	<u>Redline Kit No.</u>
1975	Volkswagen	Rabbit, Scirocco	1.5, 90	K8408
1976	Volkswagen	Rabbit, Scirocco	1.6, 97	K8408

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EVALUATION OF THE REDLINE CARBURETOR CONVERSION KIT NO. K8408 USING ONE (1) MODEL 32/34 DFT WEBER CARBURETOR FOR EXEMPTION FROM THE PROHIBITIONS OF VEHICLE CODE SECTION 27156 IN ACCORDANCE WITH SECTION 2222, TITLE 13 OF THE CALIFORNIA ADMINISTRATIVE CODE

I. INTRODUCTION

Redline, Inc. of Compton, California, a subsidiary of Imported Parts and Accessories Corporation (IMPAC), is a distributor of Italian made Weber carburetors. The company has applied for exemption from the prohibitions of Vehicle Code Section 27156 for a Carburetor Conversion Kit designated as Redline Kit No. K8408 using one (1) Weber model 32/34 DFT carburetor to replace the original equipment manufacturer (OEM) Zenith two-barrel carburetors found on the following vehicles:

<u>Year</u>	<u>Make</u>	<u>Model</u>	<u>Engine (liter, CID)</u>	<u>Redline Kit No.</u>
1975	Volkswagen	Rabbit, Scirocco	1.5, 90	K8408
1976	Volkswagen	Rabbit, Scirocco	1.6, 97	K8408

This report describes the evaluation of the Redline Carburetor Conversion Kit and the findings.

II. CONCLUSION

Comparative vacuum signal data and other information submitted by the applicant demonstrated that the Redline Kit No. K8408 using one (1) 32/34 DFT Weber carburetor meets the Air Resources Board (ARB) requirements for exemption from the prohibitions of Vehicle Code Section 27156.

III. RECOMMENDATION

Based on the submitted information and the test data on the Redline Carburetor Conversion Kit, the staff recommends that Redline, Inc. be granted exemption from the prohibitions of Vehicle Code Section 27156 for the Redline Carburetor Conversion Kit No. K8408 for use on the vehicles described above and that Executive Order No. D-133-9 be issued.

IV. DEVICE DESCRIPTION

The Redline Carburetor Conversion Kit No. K8408 uses one (1) model 32/34 DFT Weber carburetor as an economical replacement for the OEM carburetors found on the 1975-76 Volkswagen Rabbit and Scirocco passenger cars described previously. These vehicles are equipped with Zenith model 2B2 carburetors which are of the progressive two-barrel design (See Appendix 1).

The Weber 32/34 DFT is a progressive two-barrel carburetor which is similar in basic design to the OEM carburetors (See Appendix 2). The Weber 32/34 DFT is a slightly different version of the Weber DFT (Ford 740) carburetors used as original equipment on some Ford imports originally sold in California. It has provisions for vacuum operated emission control systems, including distributor vacuum advance/retard units, EGR and air injection control systems.

A variety of emission control devices are used on these vehicles. Some are integral to the OEM carburetor and others are external devices which either control specific functions of the OEM carburetor or are activated by movement of the throttle. The installation of the Weber carburetor retains most of these devices or duplicates the functions of the devices in a different manner. The 1975 model-year Volkswagens require no modifications, however, some devices cannot be retained in the 1976 model-year vehicles. The

following engine coolant temperature controlled valves and the related vacuum actuating valves are disconnected and plugged after the installation of the Weber carburetor on 1976 Volkswagen Rabbits and Sciroccos:

- 1) Thermo-time valve for 2nd stage choke pull down valve
- 2) Coolant temperature valve for accelerator pump check valve
- 3) Coolant temperature valve for cold idle valve
- 4) Coolant temperature valve for 2nd barrel diaphragm valve

The Redline Kit No. K8408 comes complete with a Weber DFT carburetor, an air cleaner adaptor, installation instructions (See Attachment 3) and all the hoses, gaskets and hardware necessary to install the Weber carburetor on the Volkswagen Rabbit or Scirocco passenger cars. The carburetor calibration for kit No. K8408 is shown in Appendix 4. A facsimile of the identification label is shown in Appendix 5.

V. DEVICE EVALUATION

The applicant performed comparative auxiliary vacuum signal tests at Import Certification Laboratories in Anaheim, California. A 1976 Volkswagen Rabbit with a 1.6 liter engine and a 5-speed manual transmission was used as the test vehicle. It would be expected that vehicles of previous model-years would have the same degree of performance/emissions impact as the vehicle tested when using the same Redline Kit. The submitted data are shown in Appendix 6.

VI. DISCUSSION

The results of the auxiliary vacuum signal tests show no significant change in vacuum signals for the Weber carburetor compared to the OEM Zenith carburetor. Three of the four disconnected and plugged vacuum actuating valves for the OEM carburetor are for the control of fuel delivery during the

engine warm-up period. The fourth valve prevents the second barrel of the carburetor from opening until after the engine has been warmed up. The control of air/fuel ratio during engine warm-up has been designed into the choke system of the Weber carburetor without the need of any auxiliary mechanism and the opening of the second barrel is done mechanically through the accelerator pedal. The effect on emissions due to the elimination of these four valves and substitution by a simple choke control during engine warm-up and mechanical control for the second barrel operation is judged to be minimal.

The above demonstrates that the installation of the Redline Kit No. K8408 and the modifications to the original exhaust emission control system required for the installation will not have an adverse effect on emissions from the 1976 Volkswagen Rabbit test vehicle which was selected to be representative of all the vehicles on this exemption application. It would be expected that the conversion kit No. K8408 would achieve the same level of emission control when installed on the same type of vehicles to replace OEM carburetors of similar designs.

Redline has submitted all the required information and fulfilled the requirements for an exemption.

INSTALLATION INSTRUCTIONS



READ & UNDERSTAND ALL STEPS OF THESE INSTRUCTIONS BEFORE BEGINNING THIS INSTALLATION. AFTER UNPACKING, EXAMINE THE CARBURETOR AND OTHER COMPONENTS FOR SHIPPING DAMAGE.

THESE INSTRUCTIONS SHOULD BE RETAINED WITH VEHICLE RECORDS AFTER INSTALLATION OF THIS KIT FOR SMOG INSPECTION PURPOSES.

VOLKSWAGEN

RABBIT & SCIROCCO

('75 - '76)

FOR KIT NOS. K8408, 52-53302
USING (1) WEBER 32/34 DFT CARBURETOR

TOOLS AND EQUIPMENT NEEDED

Combination, box or open-end wrenches
(metric)
Socket Set (metric)
Screwdrivers (regular and Phillips)
Pliers
Wiping Rags
Knife
Gasket Scraper
Cleaning Solvent
Gasket Sealer

PARTS SUPPLIED WITH INSTALLATION KIT:

1 - Weber 32/34 DFT-9A Carb.
1 - Air Filter Adaptor
1 - Carburetor Adaptor
1 - Hardware Kit

NOTE: A new fuel filter should be installed with this kit.

TUNE-UP SPECIFICATIONS

All tune-up specifications for the Weber Carburetor remain the same as those specified by the Factory for the original unit. Emissions tune-up should be carried out by a suitably qualified Dealer or Independent garage, using infrared gas and analyzing equipment.

NOTE: Late model vehicles fitted with Emission Control Systems have many vacuum lines and electrical connections in the fuel systems. It is essential when dismantling, that disconnected lines should be identified with a corresponding number tag or label system. To establish function, locate and identify the source of each line. Use the under hood emissions diagram, or a factory service manual for reference when identifying hoses. (Modified vacuum diagrams showing the Weber installation are provided in these instructions)

DISASSEMBLY

1. Remove the vehicle's gas cap.
2. Disconnect the battery.
3. **CAUTION:** Engine should be cold when performing this step. Remove the radiator cap and drain approximately 1 quart of fluid from the cooling system.
4. Remove the stock air filter albow and hose.
5. Disconnect the throttle cable from the trunnion and remove the cable sheath from the carburetor.

This is sold under the provisions of California Air Resources Board Executive Order No. D-133-9 (C.A.R.B. E.O. No. D-133-9) Products with C.A.R.B. E.O. numbers are exempt from the prohibitions of Section 27156 of the California Vehicle Code. Performance kits so noted are legal for use on public highways in California.

WEBER DISTRIBUTION

18. Install the EGR microswitch and bracket on the left front carburetor mounting stud. (FIG. 2)
19. Install the carburetor mounting nuts supplied in the kit. Tighten the nuts down in a criss-cross pattern. **Do not over-tighten the carburetor mounting nuts. Max. torque should not exceed 7 ft. lbs.**
20. Connect the wire loom, supplied in the kit, to the choke element and idle cut-off solenoid. Use the shrink tubing supplied to insulate these connections. (Use a non-flammable heat source to shrink tubing.) Connect the remaining end of the wire loom to the original idle cut-off solenoid connector.
21. Connect the extension wire from the kit to the original ground wire for the EGR microswitch. Install the ground spade connector to the carburetor as shown in FIG. 2. Connect the ground wire to the spade lug on the carburetor.
22. Reconnect the stock "hot" wire(s) to the EGR micro-switch.
23. **VEHICLES WITH FUEL RETURN LINE:** Connect the stock hose to the fitting on the Weber

carburetor. Secure in place using clamp provided in the kit. (FIG. 3)

24. Connect the fuel line to the fuel inlet fitting on the Weber carburetor. (FIG. 3)
25. Install the air filter adapter and bridge on the Weber carburetor as shown in FIG. 2.
26. **1975 vehicles only:** Use a rubber plug from the kit to plug-off the secondary venturi vacuum port on the Weber carburetor. (Fig. 3)
27. Refer to the following diagrams for correct vacuum hose routing for your specific vehicle.

FIG. 4 = '75 MODELS

FIG. 5 = '76 MODELS

When you have completed the necessary vacuum hose routing instructions for your vehicle, proceed to step #28.

28. Replace the fluid in the cooling system.

29. Install the throttle cable through the hole of the carburetor adapter plate and connect the cable to the carburetor. Adjust the cable and lock down the nuts to secure the cable in place.

UNIVERSAL DFT

WITH VACUUM PORTS IDENTIFIED

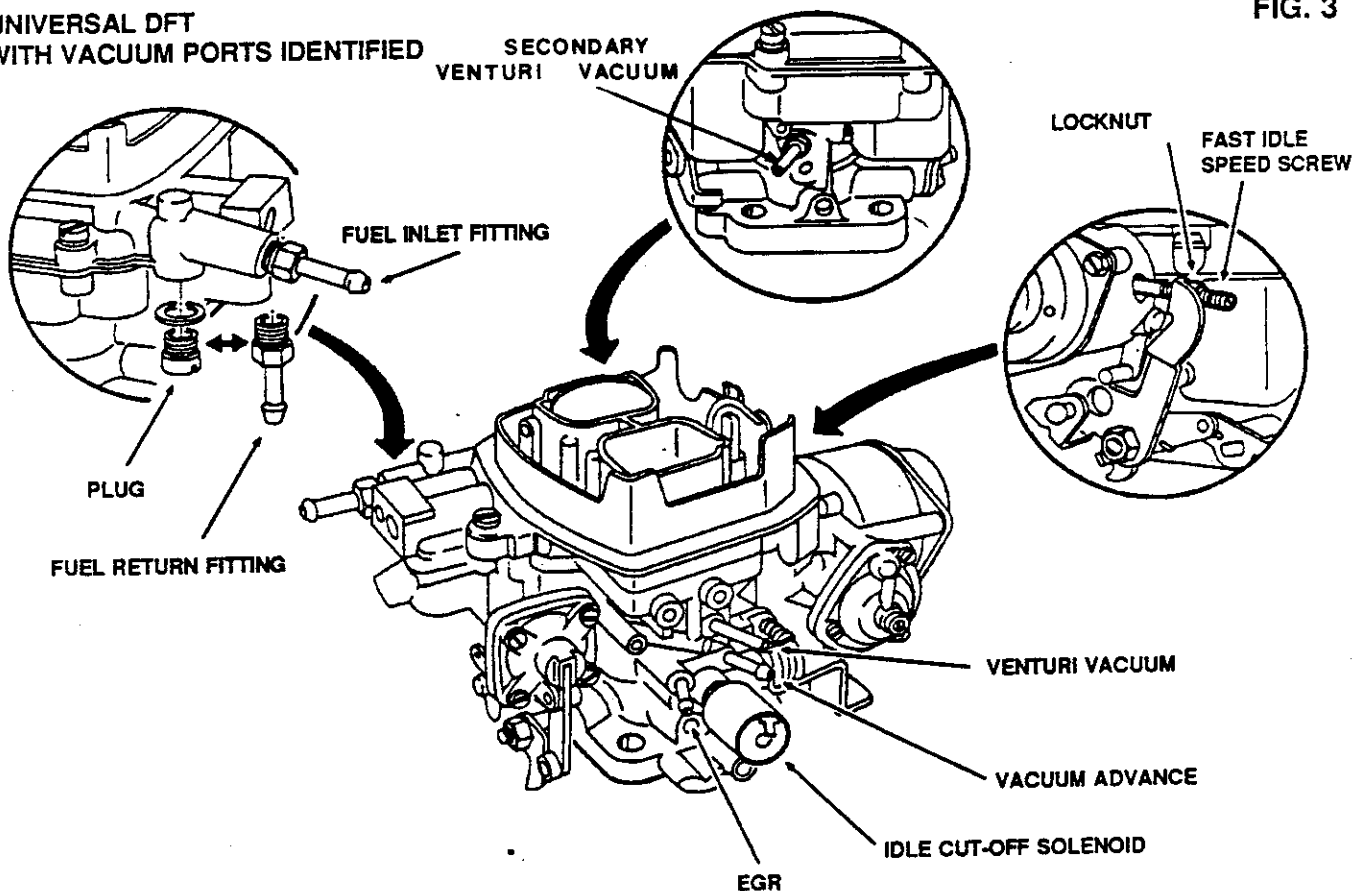
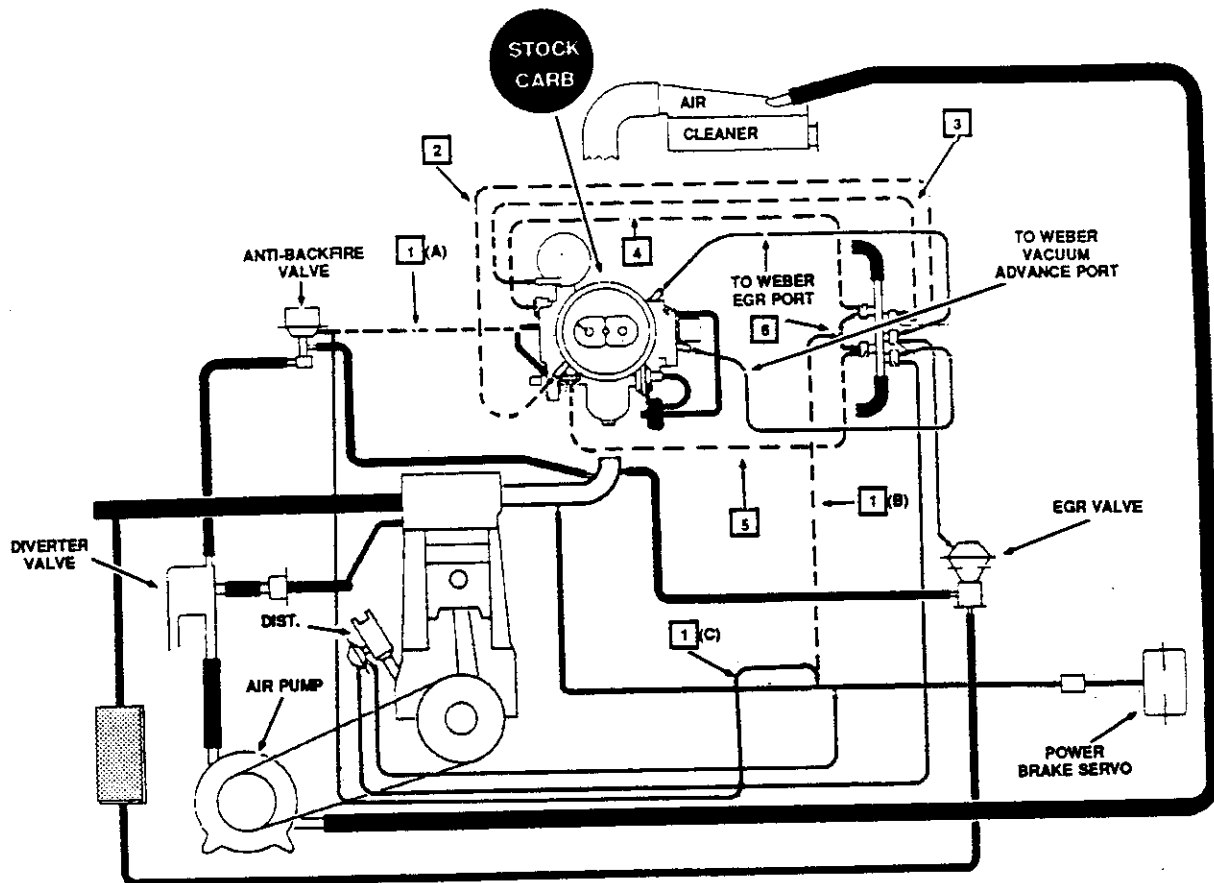


FIG. 3

**'75 RABBIT/SCIROCCO
(50 STATES)**

**FIG. 4
K8408
52-53302**



**ALL DEVICES CIRCLED SHOULD BE DISCONNECTED AND REMOVED.
NUMBERED ☐ 'S ON THE ILLUSTRATION CORRESPOND TO THE APPROPRIATE STEPS LISTED BELOW.**

- 1** (A) Remove the hose originally connected to the carburetor from the anti-backfire valve.
(B) Remove the hose originally connected to the tee for the power brake servo from the cold idle temperature valve. Plug off the temperature valve port with a rubber plug from the kit.
(C) Using the rubber hose from the kit, run a vacuum line from the anti-backfire valve to the power brake servo tee.
- 2** Remove the vacuum hose originally connected to the secondary throttle valve temperature valve from the carburetor. Plug off the temperature valve port with a rubber plug from the kit.
- 3** Remove the vacuum hose originally connected to the secondary throttle valve temperature valve from the carburetor secondary throttle valve vacuum unit. Plug off the temperature valve port with a rubber plug from the kit.
- 4** Remove the vacuum hose originally connected to the acceleration pump temperature valve from the carburetor acceleration pump check valve. Plug off the temperature valve port with a rubber plug from the kit.
- 5** Remove the vacuum hose originally connected to the cold idle temperature valve from the carburetor's cold idle valve. Plug off the temperature valve port with a rubber plug from the kit.
- 6** Remove the vacuum hose and tee fitting connected to the acceleration pump temperature valve and the cold idle temperature valve. Plug off the ports with a rubber plug from the kit.

AFTER COMPLETING THESE STEPS, RETURN TO STEP #28 OF THE KIT INSTRUCTIONS

INSTALLATION INSTRUCTIONS



READ & UNDERSTAND ALL STEPS OF THESE INSTRUCTIONS BEFORE BEGINNING THIS INSTALLATION. AFTER UNPACKING, EXAMINE THE CARBURETOR AND OTHER COMPONENTS FOR SHIPPING DAMAGE.

THESE INSTRUCTIONS SHOULD BE RETAINED WITH VEHICLE RECORDS AFTER INSTALLATION OF THIS KIT FOR SMOG INSPECTION PURPOSES.

VOLKSWAGEN

RABBIT & SCIROCCO

('75 - '76)

FOR KIT NOS. K8408, 52-53302
USING (1) WEBER 32/34 DFT CARBURETOR

TOOLS AND EQUIPMENT NEEDED

Combination, box or open-end wrenches
(metric)
Socket Set (metric)
Screwdrivers (regular and Phillips)
Pliers
Wiping Rags
Knife
Gasket Scraper
Cleaning Solvent
Gasket Sealer

PARTS SUPPLIED WITH INSTALLATION KIT:

1 - Weber 32/34 DFT-9A Carb.
1 - Air Filter Adaptor
1 - Carburetor Adaptor
1 - Hardware Kit

NOTE: A new fuel filter should be installed with this kit.

TUNE-UP SPECIFICATIONS

All tune-up specifications for the Weber Carburetor remain the same as those specified by the Factory for the original unit. Emissions tune-up should be carried out by a suitably qualified Dealer or Independent garage, using infrared gas and analyzing equipment.

NOTE: Late model vehicles fitted with Emission Control Systems have many vacuum lines and electrical connections in the fuel systems. It is essential when dismantling, that disconnected lines should be identified with a corresponding number tag or label system. To establish function, locate and identify the source of each line. Use the under hood emissions diagram, or a factory service manual for reference when identifying hoses. (Modified vacuum diagrams showing the Weber installation are provided in these instructions)

DISASSEMBLY

1. Remove the vehicle's gas cap.
2. Disconnect the battery.
3. **CAUTION:** Engine should be cold when performing this step. Remove the radiator cap and drain approximately 1 quart of fluid from the cooling system.
4. Remove the stock air filter elbow and hose.
5. Disconnect the throttle cable from the trunnion and remove the cable sheath from the carburetor.

This is sold under the provisions of California Air Resources Board Executive Order No. D-133-9 (C.A.R.B. E.O. No. D-133-9) Products with C.A.R.B. E.O. numbers are exempt from the prohibitions of Section 27156 of the California Vehicle Code. Performance kits so noted are legal for use on public highways in California.

WEBER DISTRIBUTION

NOTE: Some Rabbits may have a push-in type throttle cable sheath. These are identified by the lack of a threaded section on the carburetor end and they are white. If your vehicle has this type of cable, it must be updated to the cable with the threaded end. (V.W. Part No. 532-721-555C).

6. Disconnect the fuel line from the stock carburetor. Plug the end of the fuel line to prevent leakage.
7. Disconnect the fuel return line, if equipped. (Fuel return line can be identified by a "tee" in the line leading to the fuel inlet side of the fuel pump; or a hose which is connected directly to the original carburetor near the fuel inlet fitting.)
8. Disconnect all vacuum hoses attached to the stock carburetor. Use the underhood emissions diagram, or a factory service manual to identify and label the vacuum hoses.
9. Disconnect the choke element, 2nd stage EGR microswitch (CA only) and idle cut-off solenoid wires.
10. Remove the water choke hoses from the carburetor.
11. Remove the carburetor mounting bolts and carefully remove the carburetor from the intake manifold. Insert a clean rag in the intake port.
12. Install the U-shaped water by-pass tube in the choke hoses and clamp securely in place.
13. Thoroughly clean the carburetor mounting surface.

- 14. VEHICLES WITH FUEL RETURN ONLY:**
Remove the brass plug located directly underneath the fuel inlet fitting on the Weber carburetor. (FIG. 3) Install the barbed fitting, supplied in the kit, in the location where the plug was.

INSTALLATION

15. Remove the rag from the intake port and install the carburetor adapter using the allen bolts in the kit. (FIG. 1)
16. Install the four carburetor mounting studs in the adapter plate using the locking compound to secure them in place (FIG. 1)
17. Install the carburetor flange gasket and Weber carburetor as shown in FIG. 1. **NOTE:** Weber carburetor is installed with the idle cut-off solenoid facing the front of the vehicle.

FIG. 1

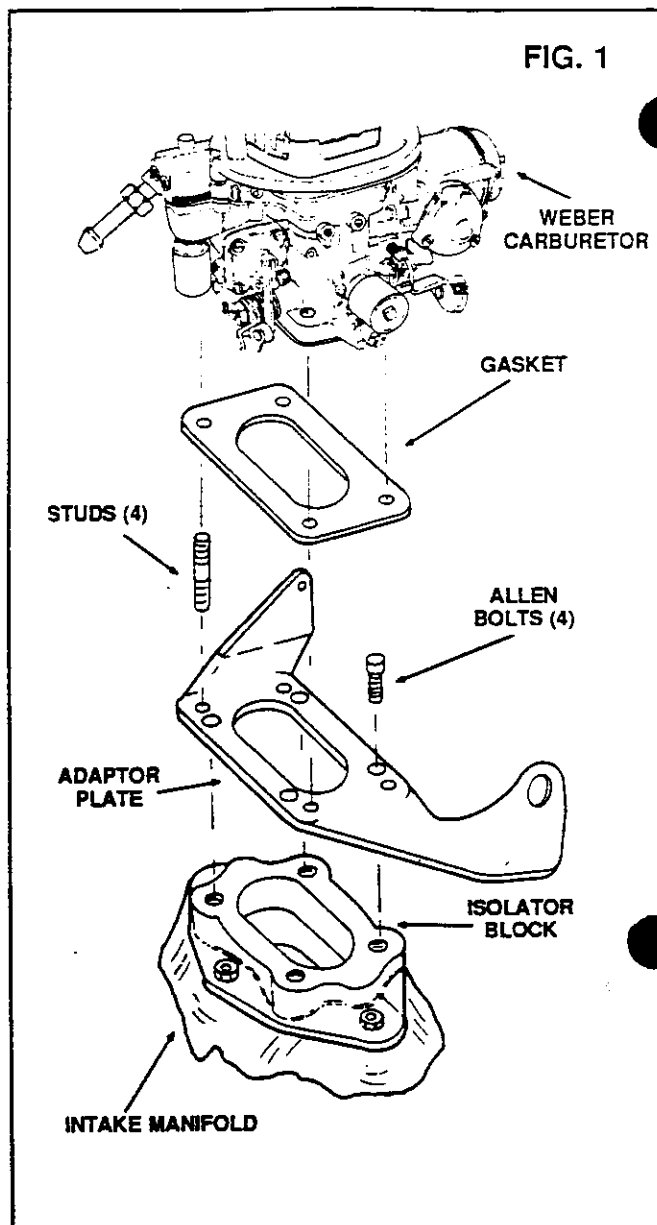
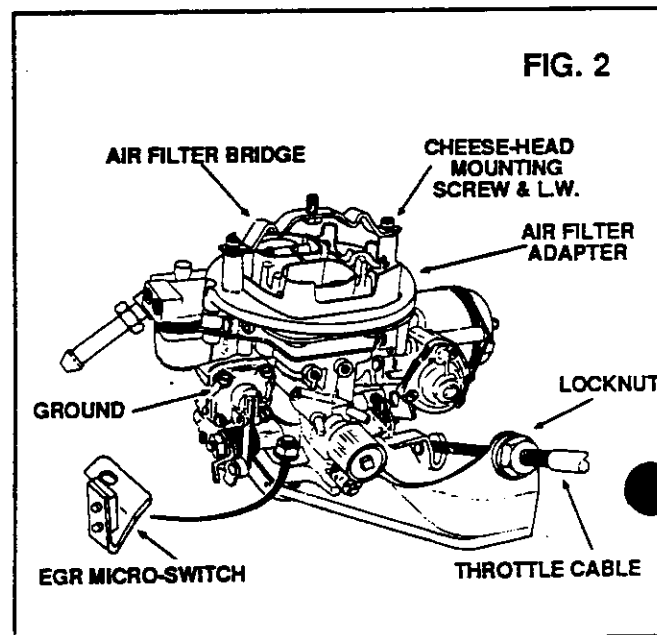


FIG. 2



18. Install the EGR microswitch and bracket on the left front carburetor mounting stud. (FIG. 2)
19. Install the carburetor mounting nuts supplied in the kit. Tighten the nuts down in a criss-cross pattern. **Do not over-tighten the carburetor mounting nuts. Max. torque should not exceed 7 ft. lbs.**
20. Connect the wire loom, supplied in the kit, to the choke element and idle cut-off solenoid. Use the shrink tubing supplied to insulate these connections. (Use a non-flammable heat source to shrink tubing.) Connect the remaining end of the wire loom to the original idle cut-off solenoid connector.
21. Connect the extension wire from the kit to the original ground wire for the EGR microswitch. Install the ground spade connector to the carburetor as shown in FIG. 2. Connect the ground wire to the spade lug on the carburetor.
22. Reconnect the stock "hot" wire(s) to the EGR microswitch.
23. **VEHICLES WITH FUEL RETURN LINE:** Connect the stock hose to the fitting on the Weber

carburetor. Secure in place using clamp provided in the kit. (FIG. 3)

24. Connect the fuel line to the fuel inlet fitting on the Weber carburetor. (FIG. 3)
25. Install the air filter adapter and bridge on the Weber carburetor as shown in Fig. 2.
26. **1975 vehicles only:** Use a rubber plug from the kit to plug-off the secondary venturi vacuum port on the Weber carburetor. (FIG. 3)
27. Refer to the following diagrams for correct vacuum hose routing for your specific vehicle.

FIG. 4 = '75 MODELS

FIG. 5 = '76 MODELS

When you have completed the necessary vacuum hose routing instructions for your vehicle, proceed to step #28.

28. Replace the fluid in the cooling system.
29. Install the throttle cable through the hole of the carburetor adapter plate and connect the cable to the carburetor. Adjust the cable and lock down the nuts to secure the cable in place.

**UNIVERSAL DFT
WITH VACUUM PORTS IDENTIFIED**

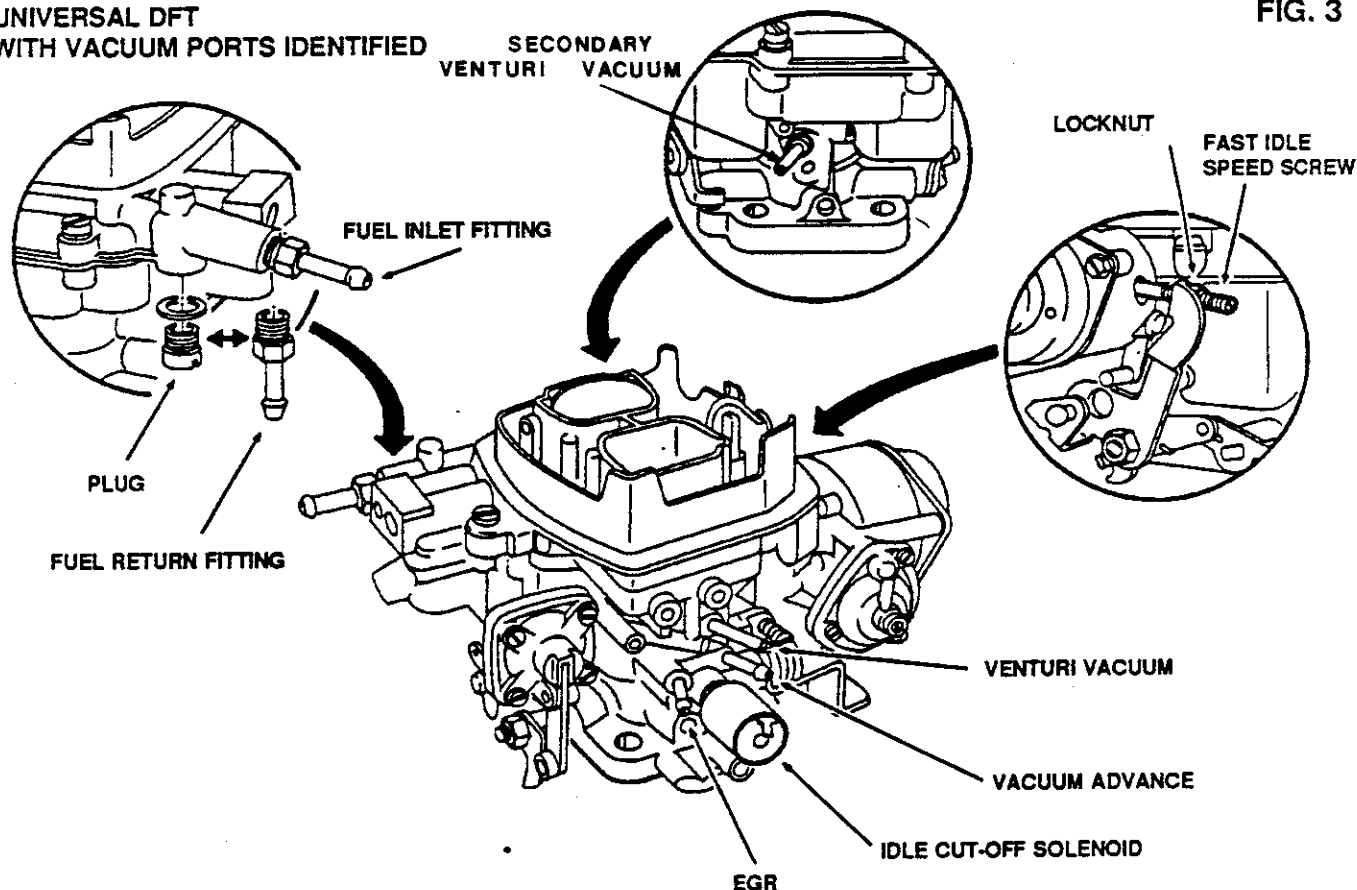


FIG. 3

NOTE: Check throttle operation for free movement. If there's any indication of sticking or binding correct as necessary **BEFORE** proceeding.

30. Install the air filter elbow and hose.
31. Reconnect the battery and replace the gas cap.
32. Start the engine and check for fuel and vacuum leaks. Correct as necessary **before** proceeding.
33. Adjust idle speed, fast idle speed and idle mixture to factory specifications. (Weber fast idle adjustment is listed below, idle speed and idle mixture adjustments are on a tag attached to the carburetor.)
34. Install the Weber vacuum diagram notification label adjacent to the stock vacuum diagram under the hood.
35. Check for adequate hood clearance **BEFORE** closing hood.

WEBER MODEL DFT FAST IDLE ADJUSTMENT: With the engine warmed up and Off, open the throttle and manually engage the choke by closing the choke plates (butterflies). Release the throttle then the choke plates. The fast idle cam should be activated and the fast idle speed screw should be positioned on the cam shoulder. Start the engine **Do not depress the throttle pedal or choke will become inoperative.** To adjust the fast idle speed, loosen the locknut and turn the fast idle screw in (clockwise) to decrease speed. Once fast idle speed is set, tighten the locknut in place.

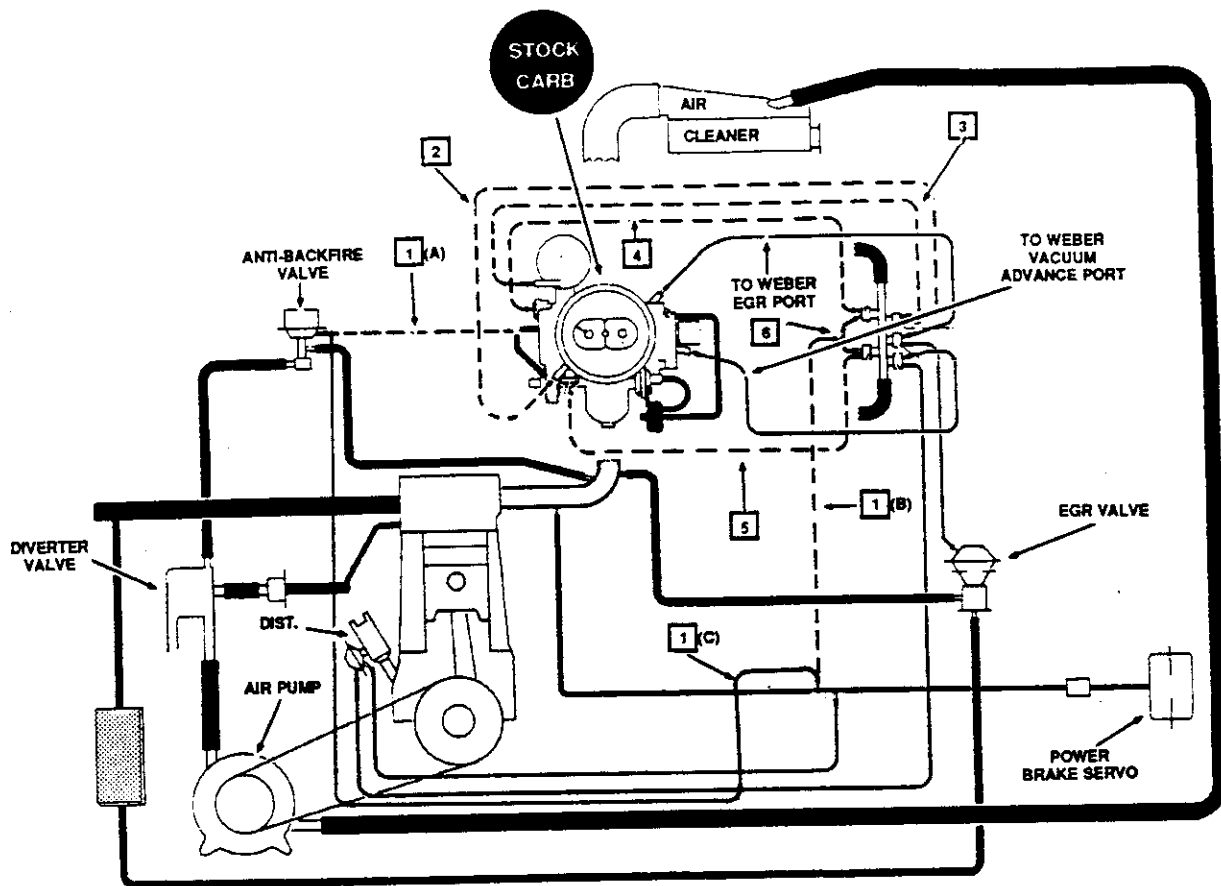
If after these instructions, you require further assistance, please call the Weber Tech. Service Dept. at the phone numbers listed below, during normal business hours.

1-800-WEBER US (OUTSIDE CA)
(932-3787)

1-800-WEBER CA (CA ONLY)
(932-3722)

**'75 RABBIT/SCIROCCO
(50 STATES)**

**FIG. 4
K8408
52-53302**



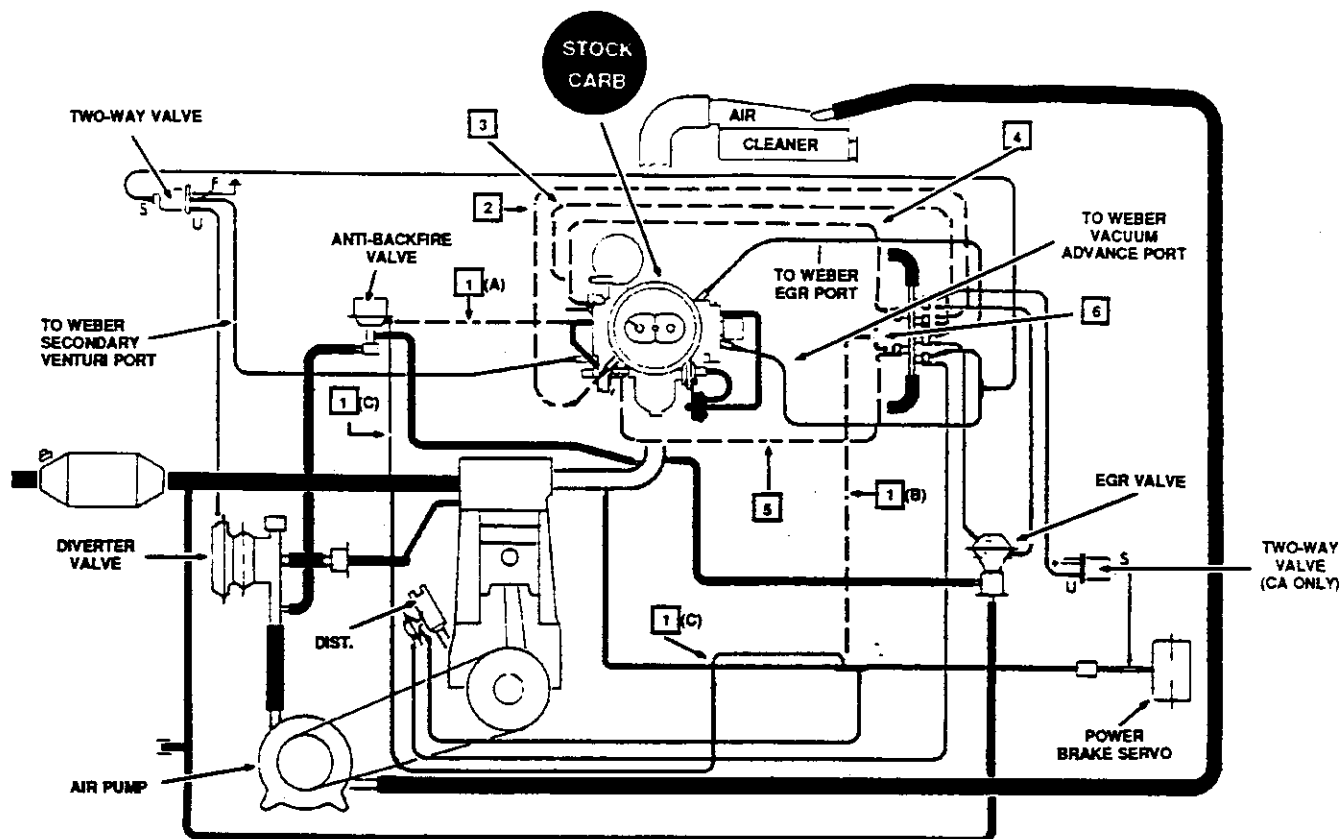
**ALL DEVICES CIRCLED SHOULD BE DISCONNECTED AND REMOVED.
NUMBERED □'S ON THE ILLUSTRATION CORRESPOND TO THE APPROPRIATE STEPS LISTED BELOW.**

- 1** (A) Remove the hose originally connected to the carburetor from the anti-backfire valve.
(B) Remove the hose originally connected to the tee for the power brake servo from the cold idle temperature valve. Plug off the temperature valve port with a rubber plug from the kit.
(C) Using the rubber hose from the kit, run a vacuum line from the anti-backfire valve to the power brake servo tee.
- 2** Remove the vacuum hose originally connected to the secondary throttle valve temperature valve from the carburetor. Plug off the temperature valve port with a rubber plug from the kit.
- 3** Remove the vacuum hose originally connected to the secondary throttle valve temperature valve from the carburetor secondary throttle valve vacuum unit. Plug off the temperature valve port with a rubber plug from the kit.
- 4** Remove the vacuum hose originally connected to the acceleration pump temperature valve from the carburetor acceleration pump check valve. Plug off the temperature valve port with a rubber plug from the kit.
- 5** Remove the vacuum hose originally connected to the cold idle temperature valve from the carburetor's cold idle valve. Plug off the temperature valve port with a rubber plug from the kit.
- 6** Remove the vacuum hose and tee fitting connected to the acceleration pump temperature valve and the cold idle temperature valve. Plug off the ports with a rubber plug from the kit.

AFTER COMPLETEING THESE STEPS, RETURN TO STEP #28 OF THE KIT INSTRUCTIONS

**'76 RABBIT/SCIROCCO
(50 STATES)**

**FIG. 5
K8408
52-53302**



**ALL DEVICES CIRCLED SHOULD BE DISCONNECTED AND REMOVED.
NUMBERED ☐ 'S ON THE ILLUSTRATION CORRESPOND TO THE APPROPRIATE STEPS LISTED BELOW.**

- 1** (A) Remove the hose originally connected to the carburetor from the anti-backfire valve.
(B) Remove the hose originally connected to the tee for the power brake servo from the cold idle temperature valve. Plug off the temperature valve port with a rubber plug from the kit.
(C) Using the rubber hose from the kit, run a vacuum line from the anti-backfire valve to the power brake servo tee.
- 2** Remove the vacuum hose originally connected to the secondary throttle valve temperature valve from the carburetor. Plug off the temperature valve port with a rubber plug from the kit.
- 3** Remove the vacuum hose originally connected to the secondary throttle valve temperature valve from the carburetor secondary throttle valve vacuum unit. Plug off the temperature valve port with a rubber plug from the kit.
- 4** Remove the vacuum hose originally connected to the acceleration pump temperature valve from the carburetor acceleration pump check valve. Plug off the temperature valve port with a rubber plug from the kit.
- 5** Remove the vacuum hose originally connected to the cold idle temperature valve from the carburetor's cold idle valve. Plug off the temperature valve port with a rubber plug from the kit.
- 6** Remove the vacuum hose and tee fitting connected to the acceleration pump temperature valve and the cold idle temperature valve. Plug off the ports with a rubber plug from the kit.

AFTER COMPLETING THESE STEPS, RETURN TO STEP #28 OF THE KIT INSTRUCTIONS