

# PRODUCTION JETTING TABLE

Understandably enough, Webers that appear on production cars are far too numerous to list here. The intents of this table are to offer standard jettings for selected carburetors and to relate them to an engine displacement.

By seeing what jettings the manufacturers use on various models, especially the DCOE and IDF series with their range of variables, you should have a starting point. Refer to the tuning chapter on this book for detailed methods of calibrating your application.

Comprehensive production jetting tables are available from Weber dealers. They are contained in a book (Weber P/N 95.0000.15), which lists jet sizes for all factory (OEM) installations, but not detailed tuning procedures.

This table is arranged by CARBURETOR TYPE and ENGINE DISPLACEMENT.

CARBURETOR	ENGINE SIZE (cc)	PRI/SEC VENTURI	AUX. VENTURI	EMULSION TUBE	MAIN JET	AIR CORR.	IDLE JET	PUMP NEEDLE JET	VALVE	VEHICLE
32 DATRA	1290	22	4.00	F30	1.10	1.90	0.50	0.50	1.50	FIAT X1/9
36 DCD 7	1089	23	4.50	F23	1.15	2.00	0.45	0.70	1.75	FIAT 1200 H
3/40 DCNF 19	2418	32	4.50	F24	1.25	2.20	0.55	0.50	1.75	FERRARI DINO 246
4/40 DCNF 45	2926	32	4.50	F26	1.35	2.20	0.55	0.45	1.75	FERRARI 308/GT4
1/45 DCDE 13	1266	38	5.00	F16	1.60	*	0.45-F9	0.50	1.75	MINI COOPER S
2/45 DCDE 18	1559	30	4.50	F11	1.10	1.55	0.45-F9	0.40	1.75	ELAN S4-SE
2/45 DCDE 14	1570	30	4.50	F16	1.35	2.20	0.50-F8	0.35	1.50	ALFA GTA
2/40 DCDE 32	1779	32	4.50	F9	1.30	2.00	0.50-F8	0.35	1.50	ALFA 1750
2/40 DCDE 18	1800	30	4.50	F9	1.35	2.20	0.45-F9	0.40	1.75	VW RBT/SRCD
2/40 DCDE 88	1999	34	4.50	F16	1.25	1.70	0.55-F8	0.40	2.00	BMW 2000
2/40 DCDE 2	2000	33	4.50	F16	1.20	1.90	0.50-F8	0.40	1.75	BMW 2002
2/40 DCDE 18	2200	33	4.50	F11	1.25	1.75	0.45-F9	0.40	1.75	CHRYSLER K2.2
3/40 DCDE 18	2400	28	4.50	F11	1.20	1.70	0.50-F9	0.40	1.75	DATSUN 240/260Z
2/45 DCDE 9	2500	36	4.50	F11	1.30	1.65	0.55-F8	0.45	1.75	FIERO
3/40 DCDE 18	3400	30	4.50	F11	1.20	1.80	0.45-F9	0.40	1.75	BMW 3400
3/45 DCDE 2	4200	38	3.50	F2	1.65	1.90	0.65-F8	0.40	1.75	JAGUAR XK-E
32/36 DFAV	1997	26	4.50	F6	1.35	1.70	0.45	0.65	2.00	CAPRI 2000 GT-CA
		/27		F6	1.40	1.80	0.50			
2/40 DFO 2/3	1897	32	4.50	F2	1.50	1.90	0.50	0.40	1.50	OPEL REKORD
34 DGAS 8A	2551	24	4.50	F50	1.22	1.80	0.45	0.55	2.50	EURO 2500-CM
38 DGAS 6C	2994	27	4.00	F50	1.42	1.85	0.45	0.55	2.50	CAPRI 3000
32/36 DGAV	1599	26	3.50	F50	1.35	1.70	0.55	0.50	2.00	CORTINA
		/27		F6	1.45	0.70	0.45			
32 DGV 7A	1298	23	3.50	F50	1.25	1.80	0.55	0.55	2.00	ESCORT GT
		/24		F6	1.30	1.95	0.50			
34 DMSA1/100	1755	25	3.50	F7	1.40	1.85	0.50	0.50	1.75	FIAT 124
		/27		F7	1.45	1.55	0.60	0.50	1.75	
2/40 IDA 3C/1	1991	30	4.50	F26	1.25	1.80	0.55	0.50	1.75	PORSCHE 911L
2/46 IDA 3C/1	1991	42	4.50	F24	1.70	1.45	0.70	0.50	1.75	CARRERA 6
2/36 IDF	1200	27	4.50	F11	1.10	1.25	0.50	0.40	1.75	AIR COOLED VW
2/40 IDF 42	1266	28	4.50	F11	1.10	1.30	0.50	0.40	1.75	ALFA ROMEO
2/40 IDF	1600	28	4.50	F11	1.15	1.15	0.50	0.50	1.75	AIR COOLED VW
2/44 IDF 50	1800	36	4.50	F11	1.35	1.75	0.50	0.50	1.75	VW DUAL PORT
2/44 IDF	2000	36	4.50	F11	1.15	1.70	0.60	0.55	1.75	AIR COOLED VW
2/40 IDS 3C/1	1591	32	4.50	F3	1.30	1.80	0.55	0.50	1.75	PORSCHE 911S
2/40 IDT 3C/1	1991	27	4.50	F2	1.10	1.85	0.50	0.50	1.75	PORSCHE 911T
4/40 IF 3C	4942	32	5.00	F82	1.50	2.10	0.50	0.45	1.75	FERRARI BB 512

\*CLOSED: Air corrector was sealed.