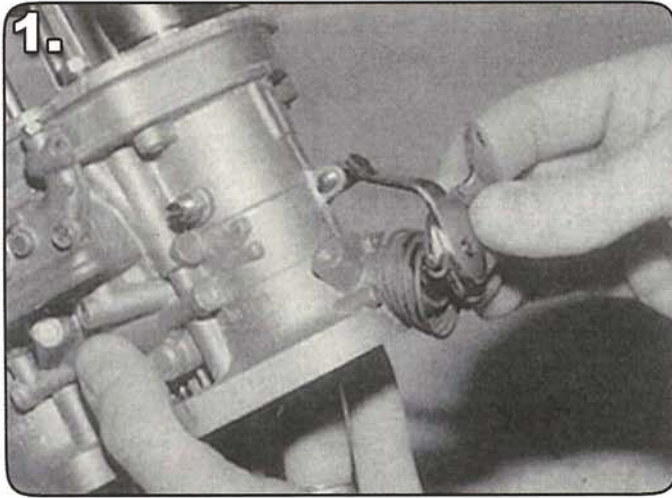
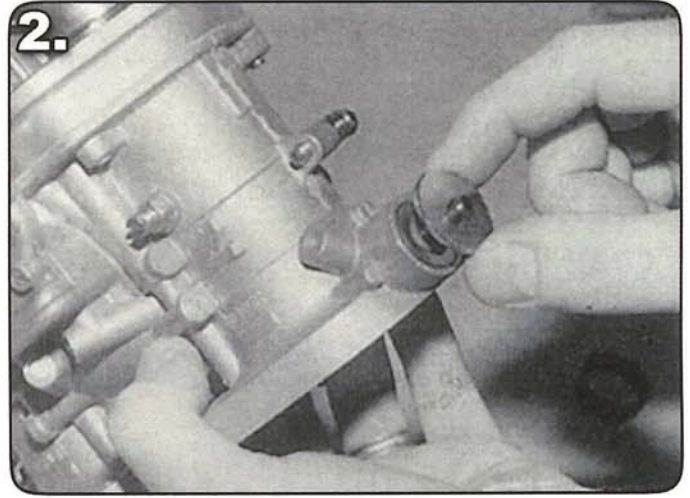


# The Weblink - Upgrading Dual IDF Carburetor Linkage

Reprinted from VW Trends / December 1998



**1** - Remove the throttle arm and return spring from the back side of the carburetor. The throttle arm and return spring will no longer be needed at this point.



**2** - Install the throttle shaft spacer supplied in the kit, followed by the locking tab and spindle nut, back onto the rear side of the carburetor.

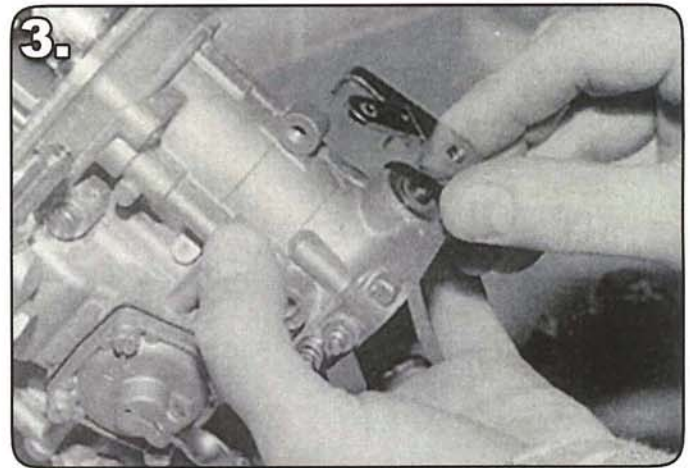
Weber Carburetors are considered by many to be the finest high-performance carburetors available. Webers have been used to fuel just about every type of racing engine imaginable. High-powered race cars, boats, motorcycles and even airplanes have been equipped with Weber Carburetors. Weber carburetors have greatly influenced the design and performance of VW racing engines to the point that Weber has become woven into the VW performance vocabulary. You hear the language every time VW owners talk about "Dual Weber Engines, Single IDFs and Dual 44s" And check out those IDAs.

Unfortunately for those of us involved in VW and Porsche engine tuning, Weber no longer offers IDF carburetors in "right side", and mirror image "left side" sets. Weber manufacturers only right side carburetors. The lack of a matching left side carburetor stands out like a sore thumb during installation on a VW engine because the left side return spring is located on the opposite end of the carburetor shaft when compared to the right side carburetor.

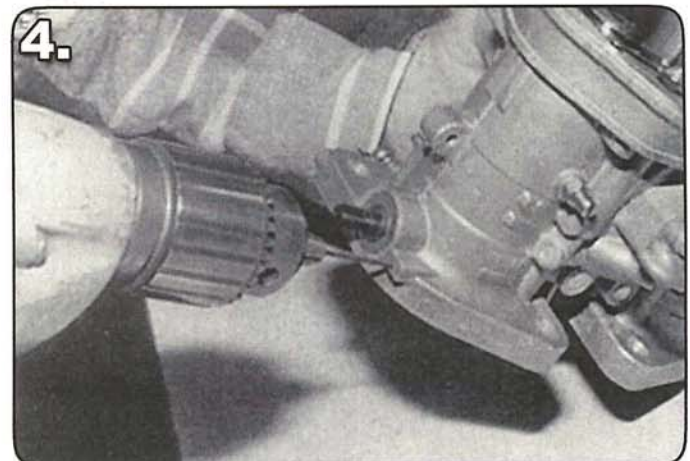
This omission in the Weber product line is obviously driven by pure manufacturing economics, one part number rather than two makes life simple at the factory. But it certainly causes the end user continued difficulty in establishing and maintaining precise carburetor balance. Does it really matter that the return spring on the left side carburetor is on the opposite end of the carburetor main shaft as the spring on the right side carburetor? You bet it does!

The positioning of the return spring on the opposite end of the left side carburetor (away from the driven end) will create uneven tension of the complete throttle system linkage. The continual stress on the left side carburetor shaft will eventually cause the shaft to twist. A further guarantee of a twisted shaft is the lack of a throttle stop on the driven end of the carburetor shaft, resulting in misalignment of the throttle plates. And, as you know at this point in the playoffs, exact carburetor balance, or the lack of it, represents the fine line between a crisp-running engine and the one that's not exactly running right.

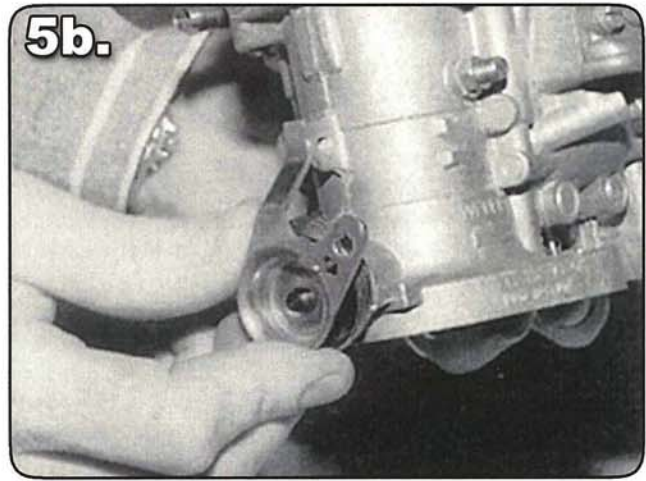
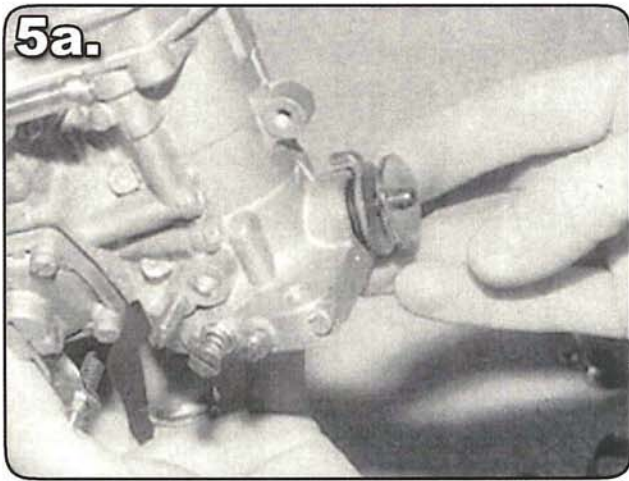
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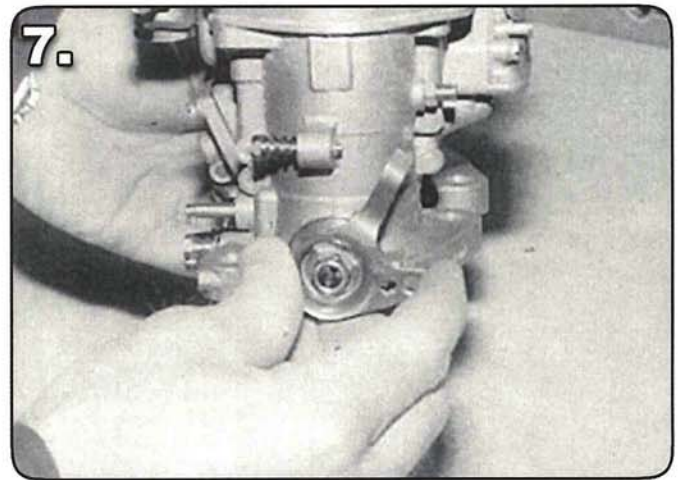
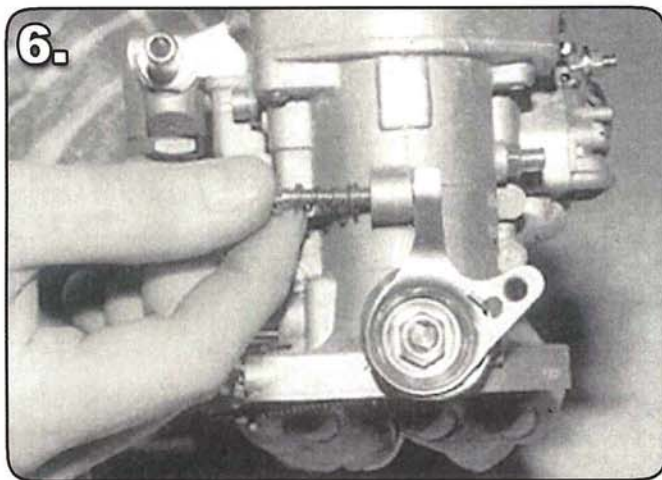
**3** - Now to the front side. Remove the spindle nut, locking tab, throttle arm and wavy washer. The original throttle arm will be replaced with the new Weblink Arm.



**4** - Drill a 0.60 hole to an approximate depth of 1/4 inch in the side of the carburetor base as shown (drill bit supplied in kit). This hole will be used to retain the new return spring.



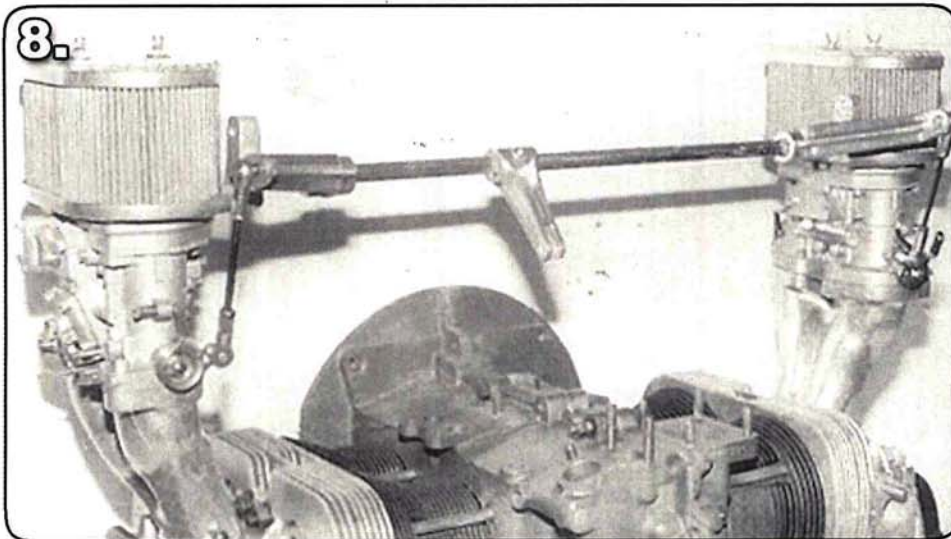
**5a,b** - Install the small wavy washer, new throttle stop lever, throttle shaft spacer, return spring, and then the new throttle control arm, followed by the new nyloc spindle shaft nut. Make sure to line the return spring up correctly with the location hole that was previously drilled in the side of the carburetor base.



**6** - Move the idle speed control screw and tension spring from the rear of the carburetor to the front of the carburetor. Check the alignment of the throttle arm to idle speed screw and be certain that they are aligned correctly.

**7** - Rotate the throttle shaft. Verify that the operation is smooth and that the throttle plates return to a closed position with a snap. The return spring should function without binding or sticking.

*(continued from the front)*



**8** - Reinstall the carburetor, throttle linkage, fuel line and any other items that may have been necessary for the removal of the carburetor. Your completed installation of the new Weblink exclusively from CB Performance should leave you with something that looks like this. You can now say your vehicle is equipped with a true set of right and left side carburetors, thanks to the new Weblink!

The problem is now quickly put to rest by installing a new linkage arm and return spring on the left side carburetor. The procedure requires removal of the original Weber throttle arm and drilling a small spring location hole in the base of the carburetor. The installation results in a set of matched right side-left side carburetors with equal spring tension and improved throttle action. The parts can be installed on all IDF carburetors that are equipped with a threaded throttle shaft end. Here's how to convert your IDFs to a more manageable right side-leftside combination.

If it is necessary to remove the carburetor from the vehicle, disconnect all items in order to remove the carburetor, such as throttle linkage and fuel line. This work is going to be done to left side (driver side) carburetor.