

## DUAL-CARB CONVERSION FOR ALFA ROMEO WITH SPICA INJECTION

Kit appearance may vary.  
Call for details.



Get rid of your worn-out SPICA pump and enjoy easy starting and smooth running throughout the rev range. Choose between brand-new Weber DCOE carbs, or quality, Japanese-made side-draft carburetors that fit and function the same as the Weber DCOE (including the same jets). Instructions included; professional installation recommended. *USA note: not legal for sale or use on pollution-controlled vehicles.*

### Complete kit Includes:

- One pair of carbs of your choice: Weber 40DCOE, or 45mm OER (Japanese, virtually identical to Webers but w/out cold start enrichment)
- Manifold adapter & plugs
- Linkage adapter
- Fuel pressure regulator
- Choke cable
- Fuel pump and all fittings
- Fuel-injection block-off plate
- Everything you need for complete installation

	Item No.	Price
Complete OER conversion kit, including two carburetors and air cleaners	93008	\$1395.00
As above, with genuine Weber DCOE carbs	93009	1595.00

### Also available separately:

Fuel press. regulator (preset to 3.5psi; can adjust from 1 - 7psi; press. gauge required for accuracy)	17258	\$89.50
SPICA pump block-off plate	73418	29.50
Carb mount o-ring (order 4 per carb)	25258	3.10



17258



73418



25258

See page 23 for Air Cleaners

## WEBER CARBURETORS FOR ALFA ROMEO & FIAT



### WEBER 32/36 DGV CONVERSION FOR ALFA ROMEO 750/101 NORMALE

A bolt-on, 2-barrel Weber to replace your old, worn-out Solex. You'll enjoy more power and smoother running. Uses a progressive mechanical secondary throat. Existing throttle and choke cables connect directly. Note: cannot use stock Normale air filter (see K&N filter below).

#32370, **\$369.00**

K&N Filter Assembly for DGV, with hardware.

#00512, **\$74.25**



### WEBER 32/36 DFEV FOR 1977-80 FIAT SPIDER

An improvement for 1977-on carbureted Spiders & 131s. A mechanically-actuated, progressive secondary gives extra power with good economy. Electric choke connects directly to your old idle solenoid hot wire. #32360, **\$398.00**

Carb spacer, 12mm, #31767, **\$14.95**

K&N Filter Assembly, #00513, **\$99.95**

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### WEBER 34 ADF FOR 1975-80 FIAT SPIDER

An upgrade to 34mm barrels, over the 32mm of 1975-78 or the anemic 28mm primaries and 30-32mm secondaries from 1979-80. Progressive mechanical secondary; coolant-actuated choke. Recommended for **modified** Fiats—with our headers and cams—for a big increase in power.

#3231, **\$490.00**

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**CARB SPACERS ADF, DGV, DFEV** 7mm, #31766, **\$12.95**  
12mm, #31767, **\$14.95**

**SPACER GASKET** #31768, **\$3.95**

Fabbrica Italiana Carburatori Weber, better known today as Weber Carburetors, was founded by Turin-born Edoardo Weber after World War I. An innovative truck carburetor was the company's first success, but Weber's intense research and technological genius soon led to the invention of the first side-draft carburetor.

The carb was adopted by a number of car manufacturers, but Weber was not content with street car success. Eager to prove his products on the racetrack, Weber delved into motorsports and his double-throat carburetor designs played a role in the success of teams like Alfa Romeo and Maserati.

In the mid-thirties, Fiat decided to try Weber carbs instead of the Solex units they had been using on their production cars. The union was a success. Webers became standard equipment on Fiats, and Fiat became a part-owner of Weber. Upon Edoardo Weber's death in 1945, the conglomerate increased their involvement and the company began a period of rapid growth and expansion. Now a part of the Magneti-Marelli group, Weber is now known for its work with electronic fuel injection and other sophisticated electronic systems.

Though the company made its last carburetor back in 1992, Weber remains as close to a household name as any carburetor in history.