

WEBER

CARBURETTORS

LANDROVER 2286cc

Series IIA & III

Kit No. 15290627

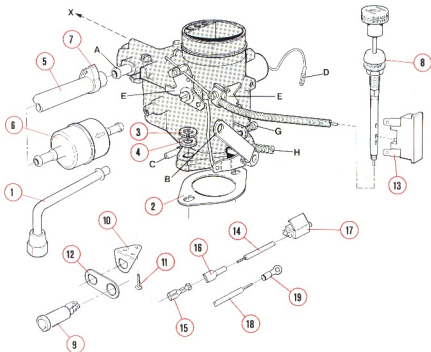
(without idle solenoid)

Kit No. 15290727

(with idle solenoid)

Kit No. 15290827

Series II & III (LHD)



SPARE PARTS

PART NO.	DESCRIPTION	Qty.	DRAWING NO.				
99900344*	Brake servo pipe	1	1	99900059	Screw	4	11
99900011	Base gasket	1	2	99901278	Light mounting plate	1	12
99004506	Lockwasher	2	3	99901281	Choke warning light switch	1	13
99900060	Plain washer	2	4	99901286	Red cable (1000mm)	1	14
99900019	Fuel line (300mm)	1	5	99901284	Spade terminal (female)	4	15
99900062	Fuel filter	1	6	99901285	Spade terminal insulator	4	16
99900292	Fuel line clips (d)	4	7	99901283	Scotchloc connector	1	17
99901279	Choke cable	1	8	99901288	Black wire (500mm)	1	18
99901282	Choke warning light	1	9	99901286	Eyelet terminal	1	19
99900786	Choke mounting bracket	1	10	* Kit number 15290827 only			

FITTING INSTRUCTIONS

CARBURETTOR REMOVAL

- Disconnect the battery earth terminal.
- Remove the air filter intake ducting from the carburettor.
- Disconnect the accelerator linkage from the carburettor.
- Disconnect the choke cable from the carburettor.
- Disconnect the vacuum advance pipe and the electrical connection where fitted.
- Remove the fuel line clips and disconnect the fuel line from the carburettor and fuel pump.
- Remove the carburettor by undoing the two fixing nuts. Remove the original base gasket and clean any remaining gasket from the inlet manifold face.
- For export models only (K1 15290827): Fit the new brake servo pipe (1) supplied, to the inlet manifold, in place of the original.

CARBURETTOR FITTING

- Fit the new Weber carburettor using the new base gasket (2) provided, ensuring that the fuel inlet pipe 'A' points towards the front of the vehicle as indicated by arrow 'X' on the illustration. Ensure that the carburettor and the base gasket are centrally mounted, then secure using the original nuts with the new lockwashers (3) and plain washers (4) provided.
- Connect the new fuel line (5) supplied, to the fuel pump outlet pipe, then carefully route the fuel line and connect to pipe 'A' on the carburettor. Cut the new fuel line in a suitable position near the fuel pump and install the new fuel filter (6) supplied. Secure all fuel line connections using the four new hose clips (7) supplied.
- Reconnect the accelerator linkage to the throttle lever 'B'. Adjust the accelerator cable so that full throttle can be achieved without stressing the linkage and check that the throttle lever returns correctly to the idle position without obstruction.

IMPORTANT: Check throttle operation before starting or road testing the vehicle.

- Reconnect the vacuum advance pipe to tube 'C' on the carburettor base.
- Reconnect the electrical supply to idle solenoid 'D' on the carburettor (K1 No. 15290727 only).
- Refit the air filter intake ducting to the carburettor.

CHOKE CABLE INSTALLATION

The choke cable (8) and warning light (9) supplied in this kit can be fitted either under the dashboard with the triangular bracket (10) and screws (11) provided, or directly into the fascia.

UNDER DASHBOARD INSTALLATION.

- Fit the cable mounting bracket (10) in a suitable position, using the three self-tapping screws (11).
- Completely remove the inner choke cable and bezel from the outer cable.
- Insert the choke cable into the bracket (10) from the rear and adjust the rear fixing nut so that approximately 6mm of thread protrudes through the bracket. Place the new choke warning light mounting plate (12) supplied, onto the protruding thread of the choke cable, then secure the assembly by refitting the bezel and tightening using a 6mm Allen key.

FACIA MOUNTED INSTALLATION

- Select a suitable position on the fascia in which to place the choke cable/warning light mounting plate (12). Mark out the position on the fascia, and drill two 13mm x 25mm holes.

N.B. Ensure there are no obstructions behind the fascia.

- Insert the choke cable into the fascia from the rear and adjust the rear fixing nut so that approximately 6mm of thread protrudes through the fascia. Place the choke cable/warning light mounting plate (12) onto the protruding thread of the choke cable, then secure the assembly by refitting the bezel and tightening using a 6mm Allen key.

CHOKE CABLE CONNECTION

- Route the choke cable carefully behind the fascia and through the bulkhead, utilising existing grommets where possible and avoiding light bends.
- Align the choke cable to the anchor bracket 'E' on the carburettor avoiding light bends where possible, then cut the outer cable to the correct length allowing for engine movement.
- Refit the inner choke cable.
- Route the outer choke cable to the anchor point 'E' and the inner cable to the advancing lever 'F' on the carburettor, then cut any excess inner cable.
- Check the choke for smooth operation and complete return.

CHOKE WARNING LIGHT ELECTRICAL CONNECTION

Where applicable, utilise existing choke warning light connections, if possible, in conjunction with the new choke warning light switch (13) and choke cable (8).

- Mount the choke warning light switch (13) to the choke cable body, by aligning the two black locating pegs and the white switch pin with the corresponding holes in the choke cable body.

- Cut a length of the new red wire (14) provided, approximately 6" long, and fit a female spade terminal (15) and insulator sleeve (16) to both ends. Connect one end of the wire to either of the two warning light switch terminals. Pass the wire through the warning light hole in the fuse/bracket, then connect to the outer terminal of the warning light (9).
- Fit a female spade terminal (15) and insulator sleeve (16) to the remaining length of red wire, and connect to the central terminal of the warning light (9). Route the wiring through the hole in the fuse/bracket then connect to an ignition controlled, fuse protected power source using the scotchlock connector (17) where required.
- Fit the remaining female spade terminal (15) and insulating sleeve (16) to one end of the black wire (18) supplied, and the eyelet terminal (19) provided, to the other. Connect the spade terminal (15) to the remaining connection on the warning light switch (13), then connect the eyelet terminal to a suitable earthing point on the vehicle body. Utilising the remaining self-tapping screw (11) where necessary.
- Carefully push the warning light (9) into the mounting plate (12).

STARTING PROCEDURE AND IDLE MIXTURE ADJUSTMENTS

- Reconnect the battery earth terminal.
- Pull the choke knob fully out, turn the key to crank and start the engine, then push in the choke knob to maintain approximately 1200 RPM until normal operating temperature is attained, and the choke can be fully returned.
- Set the engine idle speed to approximately 850 RPM, by adjusting the throttle stop screw 'G'.
- Adjust the idle mixture screw 'H' to obtain the highest engine speed.
- Repeat the last two operations (a and d) as necessary so that the highest attainable engine speed by adjusting the mixture screw 'H' is 850 RPM.
- The final adjustment is made by turning the mixture screw 'H' approximately half a turn clockwise to weaken the mixture and so obtain the exhaust emission value of CO 2.5-3.0% Vol. The engine speed should now stabilise at approximately 800 RPM.

NOTE: In order to achieve the maximum benefit from your new WEBER carburettor we recommend that the condition of the engine is checked. Also a tune engine tune is recommended, all settings to the manufacturer's specifications, and replace service items where necessary. Due to engine condition variations some individual calibration/adjustments may be necessary.

The fuel filter (6) supplied with this kit should be changed periodically (8000 mile intervals) to ensure efficient operation.

You experience any difficulties regarding the application of this kit please contact your nearest Weber dealer who can be found in yellow pages under 'Carburettors'.

As our policy is for continual improvement we reserve the right to alter specifications without prior notice.