

CARB TEST

TAKEN FROM A FEATURE THAT APPEARED IN THE DECEMBER ISSUE OF FAST CAR

WEBER

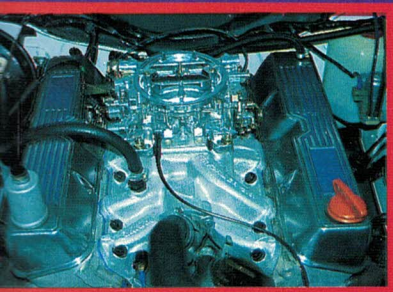
The Weber kit makes a strong first impression. For your £564 (the cheapest of the three kits) you get three large boxes which reveal a polished, alloy-bodied four-barrel carb (apparently identical to a 500cfm Edelbrock carb), a neatly-finished Edelbrock Performer manifold, a chrome pancake air filter and every clip, plug, hose, joint and washer you could conceivably need to fit the carb on almost any version of the V8. Once you've fitted the carb there will be enough extra bits left over for you to start your own accessory shop.

There's also a comprehensive instruction manual. The combination of all these bits and pieces, plus the copious instructions, makes the whole thing look daunting. What would it be like to fit?

FITTING

Once we'd read through the instructions and worked out which bits weren't applicable to our engine, it looked like a simple bolt-on job, but it wasn't quite that easy.

First, the manifold had to be trimmed in two places (something which Weber have never experienced before), cutting the mounting boss at the back left corner to clear the rocker cover, and shaving the a little off the inside corners of the manifold to clear the valley gasket clamps. The pipework had to be slightly modified, too. The standard manifold



The Weber kit not only works, it also looks damned sexy.

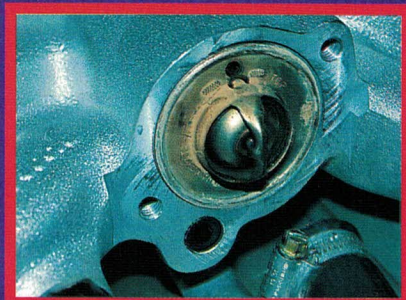
has a bypass hose connection which isn't present on the Edelbrock - Weber supply a short hose and an alloy blanking plug to seal off this connection.

With all that lot sorted out, the carb could be fitted and piped up. The throttle linkage was already set up to take the standard Rover cable, and a manual choke cable was supplied - though Dave opted to use his own choke cable, which was easy to fit. Setting up was simply a matter of

adjusting the idle speed and mixture, as the carb is supplied ready-jetted to suit the standard engine and the slight mods to Dave's unit didn't really need any changes to the calibration.

RESULTS

A mass of gleaming chrome and polished ally, it looked the part. It sounded good too, with less induction noise than you'd imagine and a pleasing American note. And on the rolling road we saw 176bhp and 207lbft using the Weber - increases on the standard engine of 26% and 4% respectively. Out on the road Dave reckoned that the Weber's driveability and seamless delivery

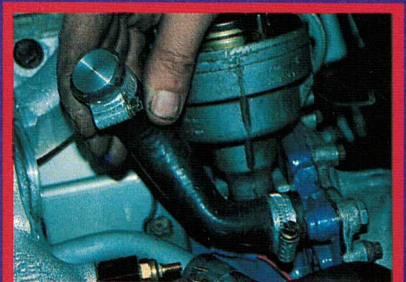


Blocked-off outlet can be utilised if Range Rover housing is used.

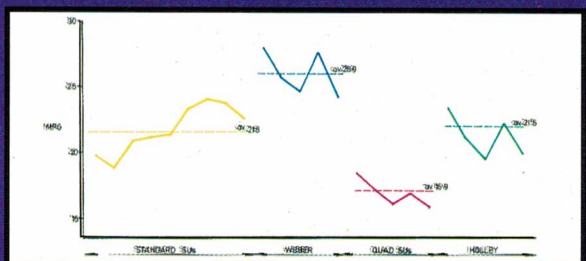
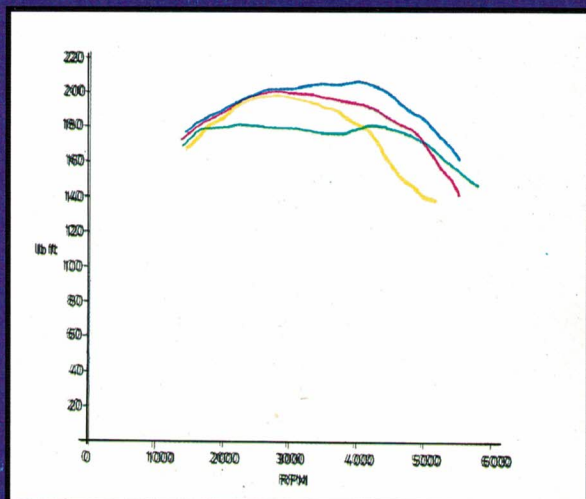
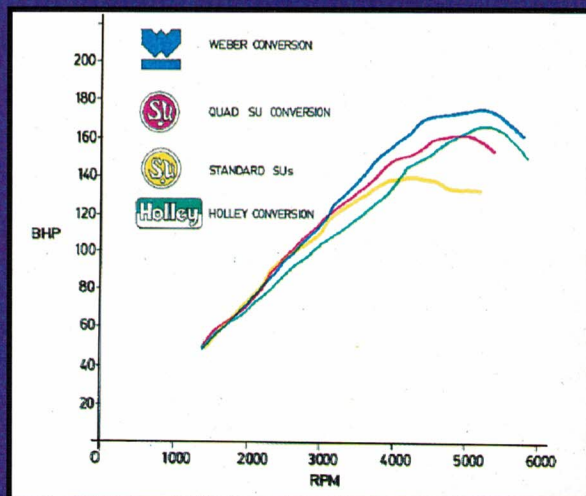
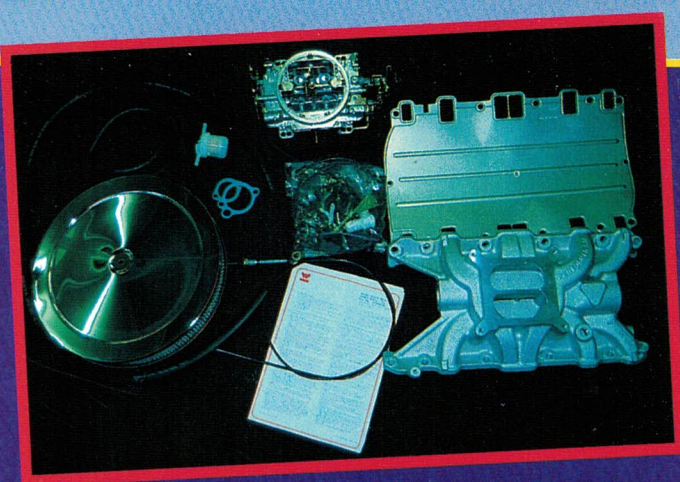
was almost on a par with the injected Rover engine (once it was warm), except for a small flat spot very low down in the rev range, which may have been caused by a slightly weak idle mixture. Idling itself was very smooth. On top of that fuel consumption averaged around 26mpg - a comfortable improvement on the standard 22mpg.

SCORE SHEET

FITTING	8
LOOKS	9
MPG	10
POWER	10
COST	10
TOTAL	47



Hose to water pump is blocked with an alloy plug from the kit.



Calculations by Lotus 1-2-3

CARBS COMPARED

Kit	Carb & type	Price new	Pow. bhp	Torq. lbft
Standard	2 x SU HIF6	N/A	140	199
Weber	Weber four-barrel	£564.00	176	207
John Woolfe Racing	Holley 390 four-barrel	£566.56	165	182
Burlen Fuel Systems	4 x SU HIF44	£760.00	162	201