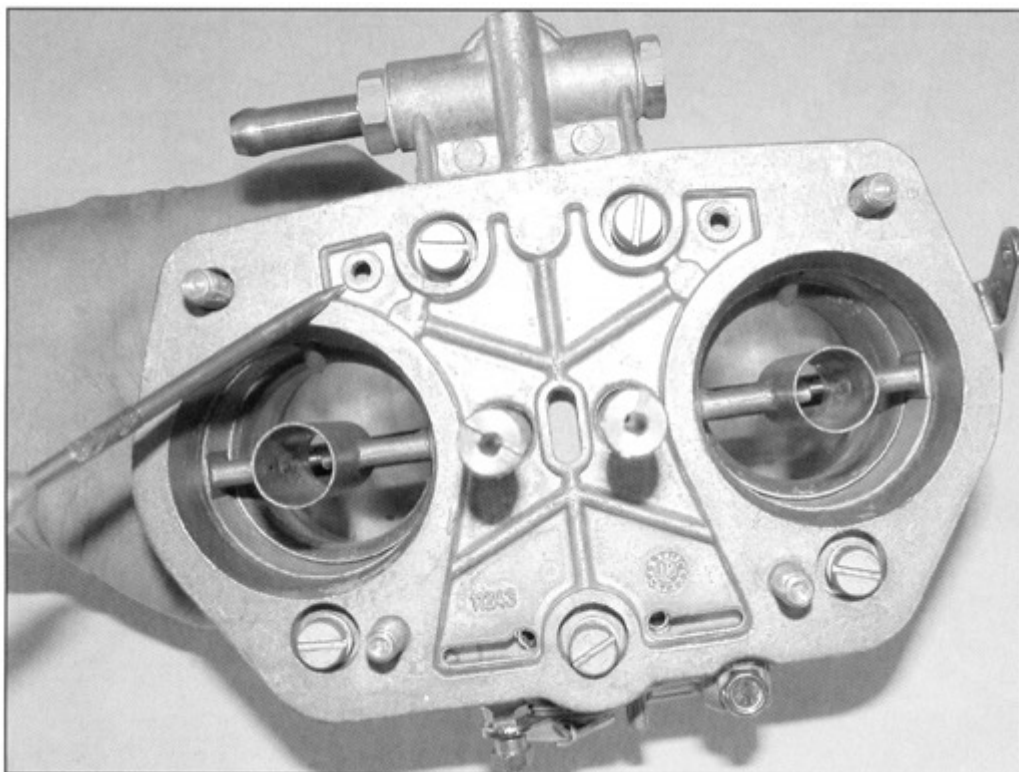


WEBER IDF JET DOCTOR



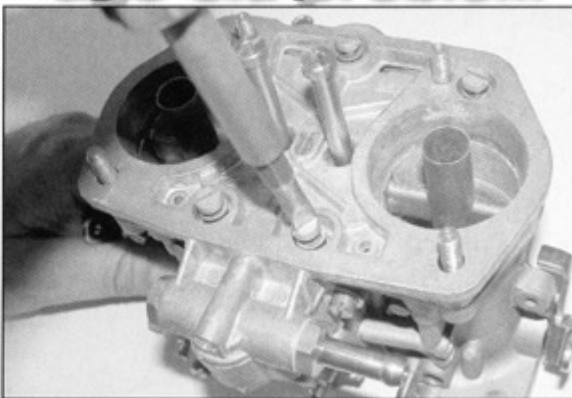
BY DAVE CORMACK

Webber carburetors have been around high-performance VWs for almost as long as, well, there have been high-performance VWs. Originally used on Italian sports cars, the IDF has lent itself to the VW quite well, and is well-suited for this application. However, there has always been one nagging problem - in a sedan, if an idle jet becomes plugged, getting that jet out of the carb can be tricky. The way the carbs are mounted in a Type 1 place the idle jet right up against the side of the body, making removal of the jet, to blow out a piece of debris that has plugged it, difficult in such tight quarters. Off-roaders also have the problem of having to clean the idle jet frequently.

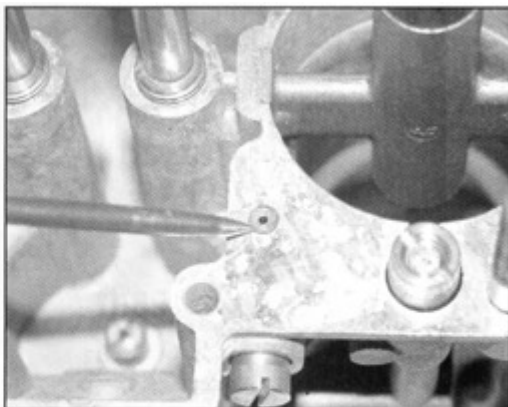
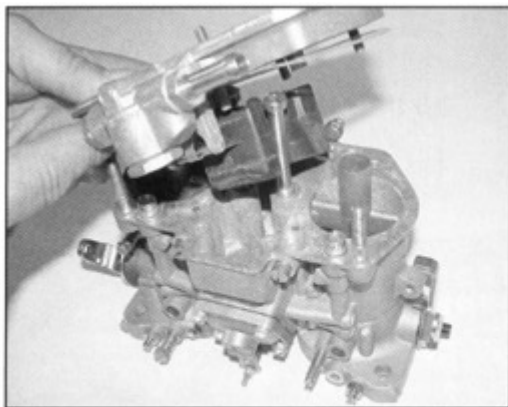
CB Performance, of Farmersville, California has figured out a way to reduce this occurrence. If you take a look at the location of the idle air passage, you will find that it resides under the air cleaner base. This is a perfect place for dirt, debris, and other foreign matter to collect and migrate its way into the idle circuit and plug it up. To eliminate this situation, they have designed a retrofit kit for all of the IDF series carburetors (40, 44, and 48 IDF) to move the air passage up inside the area inside the air cleaner. The air going to that air vent is now filtered, and that reduces the chances of the old "plugged IDF idle jet syndrome." Kevin Lewis, of CB Performance, showed us just how easy it is to perform this modification.

RVW

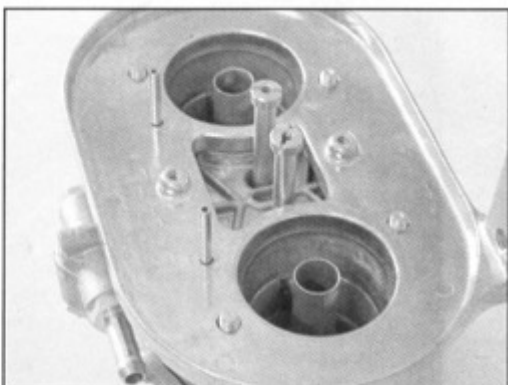
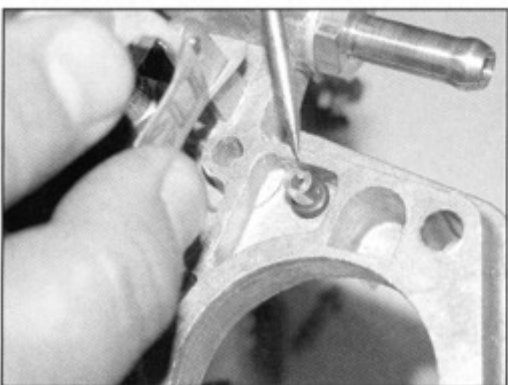
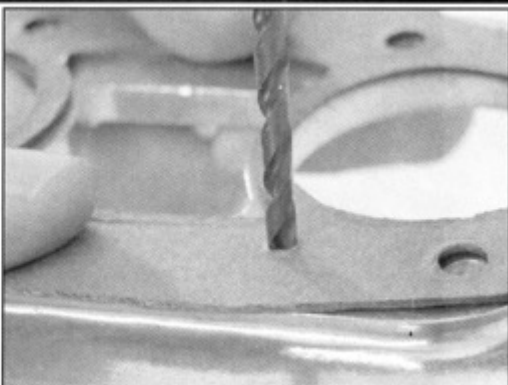
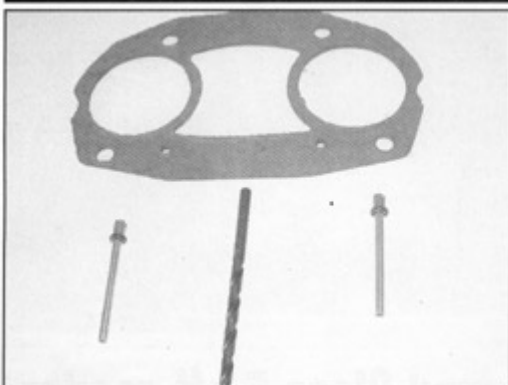
New solution to an age-old problem



Once the carb is off the engine, remove the air cleaner, base and paper gasket to access the screws that hold the carb top on.



ABOVE, with the five flat head screws removed, lift the top of the carb, with the float attached, off the main body. ABOVE RIGHT, this is the air passage for the idle jet — as you can see from the photo, due to its size it doesn't take much to plug it up. Just one small piece of dirt, debris, a tiny chunk or rubber from your fuel line, and it's plugged. BELOW LEFT, the CB Performance Jet Doctor kit comes with a template to drill your air cleaner base in the right spot. BELOW RIGHT, using the supplied template and drill bit, drill through the air cleaner base.



ABOVE LEFT, install the vent and O-ring. The O-ring on the vent stack helps keep dirt and debris from entering into the air passage, as well as making sure there is a tight fit against the body of the carb. Due to production tolerances on the carb, and the vent having no other way to stay tight, this O-ring is necessary for a good, tight, seal. ABOVE RIGHT, the finished modification — it may not entirely eliminate plugged idle jets on the IDF series Weber carbs, but it is certainly bound to help. Contact CB Performance for more details on the Weber IDF Jet Doctor Kit.

SOURCE

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