

## 2 Liter twin Webber jetting discussion

**Topic: fuel pressure & Jet extensions**

**2litre Pinto Engines**

**From:  
Danny Mischok**

Scott when you go over to a different emulsion it always has an effect on the mixtures all the way through the range and going to an F16 which will give more grunt out of corners always requires because of the nature of the tube smaller air correctors than the rest

What size jetting are you using and have you an a gas analyzer on it to check what its doing say up to 4-4500rpm

as you then if it is right you use the air corrector to hold it at the value you want and don't be scared to use a smaller air than main as I use 155 mains and 145-140 airs depending on the weather

As far as needle and seats you should be using a 200 (or 2mm) with no more than 2psi as your leaning is not fuel supply but jetting

**Danny**

**From:  
Scott Waldron**

Well it's had more gas analyzer time that I care to remember, and nothing to concerning shows up.

Mains 145

155 airs.

As for the needle and seats I don't know as someone else is giving it a go, with yet more analyzer time to see the effect of going bigger on the needle and seats. I suspect I'll have to turn the fuel pressure down from 6.5psi, incidentally there was no flooding with this rate.

Thanks for your help Danny.  
Scott

**From:  
Scott Waldron**

Danny my seat size is 2mm; we didn't go larger just changed mains to 150s.

**Scott**

**From:  
Danny Mischok**

**Date:  
Saturday, August 18, 2001 03:57 PM**

Scott 200's is more than adequate for what you are doing and I would start by going to a rolling road and sort out the jetting as there is something amiss  
Danny

**From:  
Roger Miller**

Scott what pressure reg have you and line ID size.

I ran 7 psi through mine, when we dynoed to check things, with no trouble, but I have run 2 psi with flooding also

so some where in between is ok. also what is the full set of jets that didn't work?

2 to 3 psi is recommended for Webber carbs, though some tolerance is needed. Supply needs to be constant. EG "X" psi at idle and "X" at full RPM speed.

**RM**

**From:**  
**Scott Waldron**

155 airs, 200 seats, 135 mains, F11 or F16 emulsion tubes, idle jets 50, pump jets 50s, 38 chokes. That combo did not work.

I've tried changing the mains to 150s, for today's sprint but still don't know if starving has stopped as I stuffed my box.

**Scott**

**From:**  
**Scott Waldron**

**From:**  
**Roger Miller**

The carburetor internals fitted to this engine are:-

38mm chokes,

No. 4.5 Auxiliary venturies

No. 2 Needle valves

No. 40 accelerator pump jets

No. 50 F9 idle jets

No. F2 Emulsion tubes

No. 150 Main jets

No. 195 Air jets

What Pump n reg r u using

Dan, why aren't you telling him about slangoes/bizzoes that go onto jet cap?

**RM**

**From:**  
**Scott Waldron**

Mallory regulator via a pump out of a prelude 2L EFI

.

**Scott**

**From:**  
**Danny Mischok**

Scott if you're using a Mallory regulator and that pump then there is half your problem as the Mallory regulator

will not control the pressure low enough to not blast past the needle and seat as they are designed to only go down to 4 or 5 psi and not 2 as it will become erratic especially when the car is moving and vibrating

So get yourself a low pressure pump and a Holley Red regulator and go from there

For the record the 8 valve engine ran the following

4.5 venturis

42mm chokes

250 needle and seats (it also made no difference running 200's either)

45 pump jets

60F9 idle jets

F16 emulsion tubes

155 mains (summer) & 165 mains (winter)

**145 air correctors (summer) & 140 (winter)**

**With a Carter pump and Holley red regulator and Peterson 45 micron filter and -8AN line to the pump and -6AN**

**from the pump to the carbs**

**Roger what are slango bizzoes on the cap?**

**Danny**

**Scott Waldron**

**I would copy yours if I had a 9000rpm screamer, but my engine is similar to Rogers in the revs it pulls.**

**The jetting for a 2L head will always be different to a 1600 head right, all other things remaining equal?**

**Oh yeah my gearbox problems were due to a striped gear resulting in huge chunks of metal in the oil.**

**Scott**

**From:**

**Danny Mischok**

**Scott no my jetting when I ran 2.0L heads was basically the same**

**Roger I haven't got my scanner at the moment as it spat its dummy over the last Windows ME update and without the photo it's a little tricky to explain the extensions**

**2litre Pinto Engines**

**From**

**Roger Miller**

**Date:**

**Wednesday, August 22, 2001 09:12 PM**

**Dan is Scotts' chokes too big for cam?**

**This is sure fire way of top end lean out?**

**Try Dans' leaner jets with extension system.**

**RM**

**From:**

**Scott Waldron**

**Date:**

**Sunday, September 23, 2001 09:40 AM**

**At last my fuel problems have been solved, it was fixed using 150 mains and 4.5 psi of fuel pressure!**

**For the record using 2psi it starved even in 3rd at 3000rpm.**

**Cheers**

**Scott**

**From:**

**Danny Mischok**

**Scott your starving IS NOT FUEL PRESSURE rather fuel delivery problems! It is in the jetting as at 4.5psi it WILL BE BLASTING PAST THE NEEDLES AND SEATS AND IT IS BECAUSE OF THAT YOU ARE GETTING A RICHER FEED**

**What is the exact jetting for the carbs for venturies pump jets the lot as there is something a miss somewhere**

**Danny**

**From:**

**Scott Waldron**

**Danny I have no doubt that there is something a miss, if I have to use this sort of fuel pressure.**

**I've got a fair idea in the settings, but I'm not prepared to stuff around with the jetting until my motor has been rebuilt with some good bits. Then I will call upon your wealth of knowledge, which I appreciate greatly.**

**Thanks again.**

