

Sheet1

Weber 38/38 DGAS bought new May 2017 from racetep.com

float level casting vertical
in machinist vise. measure to
TOP SQUARE EDGE of float to
gasket surface.

	idle mix	low speed jet	air	
float	turns		main	corr
5/8"?	1.75	45	145	170

AS SHIPPED

19 may 2017	before soCalTT after SoCalTT: AFR way too rich!! at altitude especially, ran 11 - 12 AFR		50	155	170
22 may 2017	at speed. back to stock main jets.		50	145	170
29 may 2017	before southwest road trip		50	140	170

**all prior low-speed flatspot
problems were due to spark
timing;** retarding with drop

in RPM/increase load, plus
simply not enough lead. It

25 feb 2018	leans to 17:1 off-idle, but without bogging.	9/16"	1.75	45	145	160
25 feb 2018	increasing low-speed to minimize off-idle flatspot. 1500 mile road trip (salton sea, tucson) with laptop -- spark timing much improved. evidence of light detonation on plugs from "before" -- changed plugs upon return to 437's -- and 200 mi later no speckles. they looked old.	9/16"	1.5	50	145	160
mar 2018	plug looks rich on body. carb too small? rich after 3200. still needs tuning, too rich overall.	9/16"	1.5	50	145	160
23 may 2018	14:1 highway cruise at sea level, but rich elsewhere. jetting down. air corrector change to 150 increased flatspot.	9/16"	1.5	50	140	160
23 may 2018	leaner main jet seems fine -- light throttle 70mph cruise 14.8 - 15.1. tip-in from there may be lean.	9/16"	1.5	50	140	170

Sheet1

25 may 2018	air corrector wrong direction! duh wanted richer, not leaner. installed richer air corrector.	9/16"	1.5	50	140	150
25 may 2018	air corr did not affect light throttle 70 mph cruise, still at 14.8..15. broad flatspot barely affected by air corrector. will restore air corr, for now, to reasonably lean and work again on low speed jet. LOST the 170's!	9/16"	1.25	60	140	160
25 may 2018	this combination is very close -- slight tip-in flatspot, at 70 mph cruise can tease 15.5 before it goes rich. can probably try 65 low speed jets.	9/16"	1.25	60	140	160
26 may 2018	increased low-speed jets to 65. main is probably too lean; but need to experiment with air correctors.	9/16"	1	65	140	160
	methodical tuning on riverside and hwy 2. low speed jet and air corr.					
	LOW SPEED: riverside 35mph 4th gear: #65 10afr flatspot 15afr; #60 11afr flatspot 15afr; #55 12afr flatspot 15.7; #50 13..14afr flatspot 18.					
26 may 2018	with main #140 AIR CORR: hwy 2 70mph: #160 cruise 15afr load 12afr; #140 cruise 14.5 load 11.	9/16"	1.75	50	140	140
30 may 2018	richer jet, leaner air corrector. hwy cruise 14-ish but load is 13.5. dangerously close to the factory out-of- the-box settings.	9/16"	1.75	50	145	180
2 jun 2018	short drives on Riverside and hwy 2 as above seem OK with these near-stock jettings. longer drive of the HRPT may revert to #180 air correction.	9/16"	1.75	50	145	170

Sheet1

	POST HRPT, 6500 miles -- cruise is probably too rich; 13.5 to 14, moderate/heavy					
26 jun 2018	load 11.5 to 12. (changed to 140/180 for santa fe.)	9/16"	1.75	50	145	170
	leaner main jet. seems 15-ish					
29 jun 2018	light highway cruise. but see 25..26 may.	9/16"	1.75	50	140	170
	another look at the rich low- speed jet: far too rich.					
29 jun 2018	10..11:1 at 2000 rpm light cruise. no flatspot though!	9/16"	1.75	65	140	170
29 jun 2018	probably close to least-worst compromise.	9/16"	1.5	55	140	170
CARB REPLACED WITH 44IDF						