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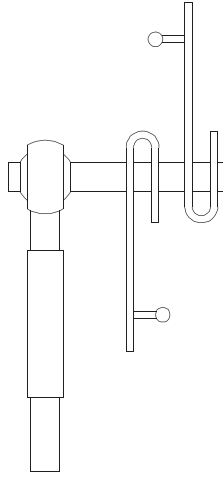
Jaguar V12 6 x Weber IDF conversion kit PJA601 Installation Instructions

1. Remove existing induction system
2. Refer to the manifold diagrams in this instruction and ensure the manifolds supplied in this kit match the diagrams. If not, please contact Webcon .
2. Fit new cylinder head to manifold studs (supplied), and gaskets to suit
3. Fit the 6 new fuel unions to the carburettors
4. If brake servo take offs are required, drill and tap manifolds 3A and 3B and carefully fit the 2 supplied servo unions.
5. Assemble the manifolds and carbs loosely upon the engine, checking for any potential clearance/fouling problems. Two areas in particular to check are:
 - a) Beside cylinder 3A inlet port, there can often be interference between the manifold and the distributor and/or ignition leads. Mark suspect areas, remove manifold and file/cut to suit.
 - b) Certain models of carburettor can have a clearance problem with their accelerator pump linkage against the cam covers, again, clearance notches may need to be produced.
 - c) Bonnet clearance is always close, it often being necessary to adjust the packing of the engine mounts and the shimming of the bonnet mounts.
Adjustment should be carried out until a minimum clearance of ¼" is obtained when the engine rocks upon its mounts.
6. When all clearances are sufficient, clean all parts thoroughly and bolt manifold and carbs finally in position.
7. Fit linkage according to enclosed diagram, taking care to ensure all ignition leads etc are held in place by cable ties and cannot foul or fret with the linkage throughout it's entire range of movement
8. Fit vacuum take-off adapters or plugs as appropriate, retaining in place with Loctite or similar thread sealant/adhesive, and taking care not to over-tighten
9. Fit fuel lines as per diagram, noting how fuel enters carb #1A, links through to 2A, dips under main throttle link rod prior to entering #3A. Fuel then goes across to #3B, dips under other main link rod, into 2B and then 1B, before passing through existing pressure valve and then returning to the tank.

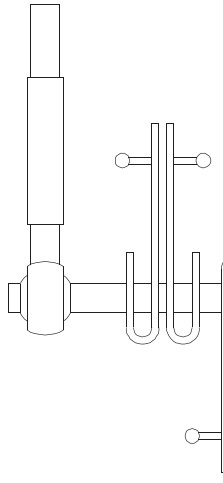
Please note: The carburettors supplied in this Classic Power performance conversion are fitted with a starting point calibration which will allow the engine to be started and run. For optimum engine performance and driveability, the carburettors will need to be calibrated to the engine on a Rolling Road by a Weber carburettor specialist.

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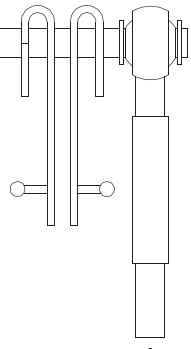
Replaces 4th cam
cover bolt from front



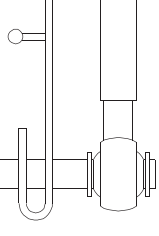
Replaces 4th cam
cover bolt from front



Replaces 2nd cam
cover bolt from front



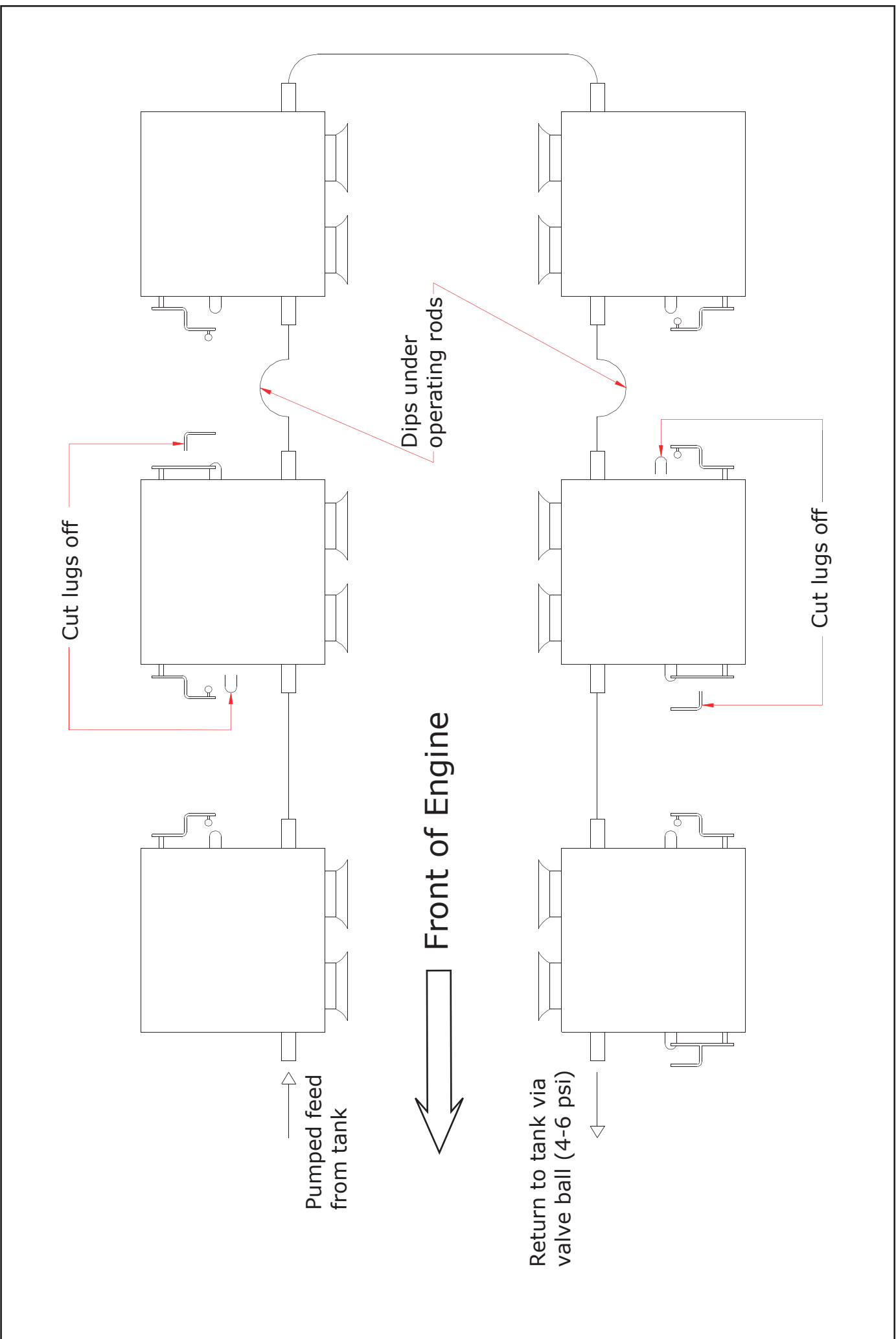
Replaces 2nd cam
cover bolt from front



FRONT

A Bank

B Bank



Cut lugs off

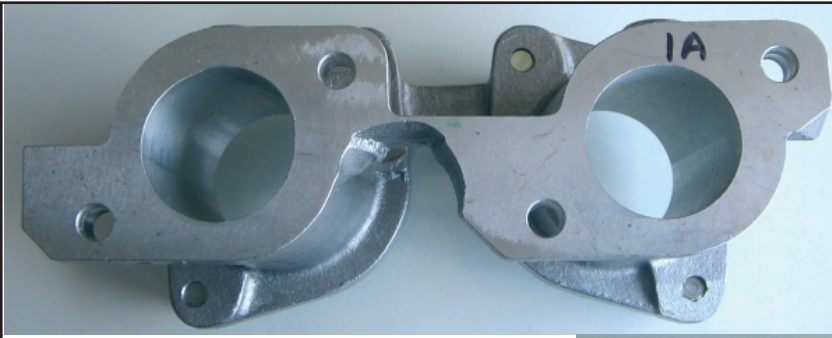
Dips under operating rods

Cut lugs off

Pumped feed from tank

Front of Engine

Return to tank via valve ball (4-6 psi)



1A

1B



2A

2B



3A

3B

