

FERRARI MARKET LETTER
TECH TIPS VOLUME 1 (1980 - 1991)

Compiled by Dyke Ridgley

DCN CARBURETOR ADJUSTMENT
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*PORSCHE 356B Super 90 Cabriolet, 1963, perfect concours condition; PORSCHE 911S Targa, 1976, very low mileage; and/or BMC Royale Motorhome, 1977, full equipment, walnut cabinetry; or trade for FERRARI, vintage racer or other exotic. 2/83
Jay Miller, 2426 Cee Gee, Suite 220, San Antonio, TX 78217
512-824-9531; 349-0041

FERRARI 308 GTS/GTSi wanted. Have 1973 PANTERA L, blueprint-ed engine, Pirelli P7's, and more as partial trade. 1/83
Jesse Bravo, Fair Oaks, CA 916-441-6275 days; 966-8913 eve

FERRARI TRADES on 1973 LAMBORGHINI ESPADA Ser **1.5.134**
metallic w/tan leather, p/s, excellent original condition,
41,000 miles. Will trade up or down. 2/82
Foreign Cars Italia, Greensboro, NC 919-852-2158

FORD GT40 factory race car #105. White w/blue stripes. Holman & Moody 289, ZF, Hallibrands. Restored, ready for road or track. \$110,000 value, want trade of FERRARI 3-liter V-12 such as 250 GT/L, SWB, California, etc. 1/83
Alex Dearborn, Topsfield, MA 617-887-6544

MAINTENANCE TIPS & TUNING TECHNIQUES

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ADJUSTING DCN CARBURETORS

By Dyke Ridgley & Jim Riff

In Volume 7 Numbers 16, 17, & 18 we discussed the method of carburetor adjustment to be used on a three carburetor V-12 equipped with DCF, DCL, or DCZ carburetors, and followed up with a discussion in Volume 7 Number 24 with the DFI carburetors. So now it is time to continue the series by looking at the adjustment procedures for the six carburetor V-12 fitted with DCN carburetors. With reference back to the original three part article, the following steps are those to use to adjust the DCN carburetors

1. No change in procedure.

2. Not applicable.

3. Linkage. The major piece of linkage connecting these carburetors is a long piece of threaded rod which runs the length of the carburetors on the engine. This is very straight forward and sturdy. However, on 275 GTB's using six of these carburetors, the throttle cable runs across the rear of the engine compartment and a bellcrank is used to transfer this lateral motion to fore-and-aft movement. The positioning of the bellcrank is very important. Again, a series of angles is the key. When the carb throttles are halfway open, the arm of the bellcrank connected to the carburetors must be perpendicular to the threaded rod that links the carburetors together. Since the bellcrank arm moves in a circle, this adjustment allows the arm to have the greatest amount of fore-and-aft travel as the cable pulls the throttles from open to closed.

4. Not applicable.

5. Not applicable.

6. Synchronization. On this type of Weber carburetor, both barrels are on the same shaft so setting the synchronization becomes much easier. On early models only the primary barrels (nearest the linkage) are balanced and the secondary barrels are not further adjustable. On later model units as found on Daytonas (and 246 Dinos), each barrel has an air bypass adjusting screw and they are set like a DFI carburetor (see Vol. 7 No. 24). Adjustment of the synchronization itself is accomplished by unlocking and turning the nuts that hold the carb throttle shaft to the threaded rod which runs the length of the carbs. Use the front carburetor as the master. Make sure its throttle stop screw is touching the linkage and then back out the throttle stop screws of the other carbs by at least one turn from touching the linkage. Place the Uni-Syn on the front carburetor's primary barrel and set the ball at a convenient reference. Proceed to each carburetor adjusting the locknuts on the threaded rod as needed to balance all the primary barrels. If the carburetors are equipped with air bypass setscrews, balance the secondary barrels to the primary barrels with the screws on the secondary barrels, as detailed in the DFI article. After this work is completed, set the idle at the correct speed with the front carburetor's throttle stop screw. Then turn the throttle stop screw of each of the remaining carburetors in until it just touches the linkage.

7. Not applicable.

8. No change in procedure.

9. No change in procedure.

10. Not applicable.

11. No change in procedure.

12. No change in procedure.

