

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

Compiled by Dyke Ridgley

DFI CARBURETOR ADJUSTMENT
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27 NOVEMBER 1982

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MAINTENANCE TIPS & TUNING TECHNIQUES

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ADJUSTING DFI 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. The Weber 40 DFI series of carburetors superseded the DCZ series, and are found on late 330 engined cars as well as all 365 single cam engines. Basically, these units are not as "adjustable" as previous models. Complete adjustment of the secondary throttle plates is not possible, and the choke tubes are cast as part of the body of the carb and are not removable. The DFI's also use a butterfly type of choke instead of the DCZ enrichment jet. With reference back to the earlier three part article, the following steps are those to use to adjust the DFI carburetors.

1. through 4. No changes in procedure.

5. Gear lash. The gear lash is not adjustable on these carburetors. The gears are preset at the factory. Under the cover plate at the rear of the carburetor, where the gears are located, is a screw which allows a rough adjustment of the throttle shaft synchronization. Adjustment is limited to making sure both throttle butterflies are closed together. This can only be done with the carburetors off the car, and in most cases never needs to be touched.

6. Synchronization. Since the throttle shafts are basically locked together on these carbs, only the primary bores can be normally synchronized. This is done with a Uni-Syn using the method outlined in the previous article. Before setting the synchronization of the three primary barrels, note the setscrew with a locknut approximately halfway up the outside of each carburetor barrel. This is an air bypass adjustment and is used to balance the secondary barrel to the primary barrel. Set each air bypass screw to 3/4 turn open. Now synchronize the primary barrels of the three carburetors using the throttle stop screws. After the primary barrels are set, balance the secondary barrels to the primary barrels using the air bypass screws on the secondary barrels only. Once the primary air bypass screws are set at 3/4 turn open, you never touch them again. This method assures that all six barrels are in adjustment at idle.

7. Not applicable.

8. through 12. No changes in procedure.

DFI carburetors are easier to synchronize with the choke butterflies removed. In this way the Uni-Syn fits the carb more easily. Since one of the rules of ownership of Ferraris of this vintage is to never touch the choke lever, you may want to remove the butterflies completely and just retain the choke linkage as a fast idle device, similar to a hand throttle.

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