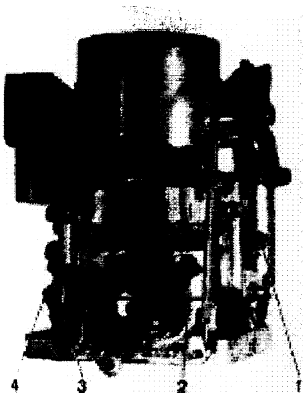
Citroën ID/DS carburetor tuning



Described in this article is how to tune a Weber carburetor used in the ID/DS after 1972. This carburetor can be recognized by looking at the choke flap. It only covers one barrel (the primary barrel). Furthermore it can be identified by an extra air adjustment screw at the bottom of the primary barrel (see photograph), and a locked secondary spindle adjustment screw (locked with a nut instead of a spring).

Weber carburetor after 1972
1. Air adjustment screw
2. Spindle adjustment screw primary barrel
3. Spindle adjustment screw secondary barrel
4. Mixture adjustment screw

NOTE : This procedure is applicable to manual gearbox models.

Preparations

Before starting adjusting the carburetor, make sure the following conditions are met :

- A clean air filter
- Proper valve clearance
- Proper ignition timing
- Release pressure from the 'high pressure regulator'
- A hot engine

The basic adjustments

Adjustments primary and secondary spindle

Basically it is not allowed to adjust the primary and secondary spindle adjusting screws for this type of carburetor because they are fixed in a certain position in the factory. However the chances are high that somebody adjusted them anyway in the past, therefore the following setting will enable you to start the engine to tune the carburetor.

- **Spindle adjustment screw primary barrel :** Rotate this screw inward until it hardly touches the lever. After that rotate the screw another 1.25 turn inward.
- **Spindle adjustment screw secondary barrel :** Rotate this screw inward until it hardly touches the lever. After that rotate the screw another 1.5 turn inward.
- **Mixture screw :** Rotate this screw inward (be careful!) until it is completely closed. Then turn it outward 1.5 turns.

Adjusting by hand

l. Turn the Air adjustment screw (l) until the car runs at 650 +/- 25 RPM.
2. Turn the mixture screw (4) until the engine runs at a maximum RPM. Turn this screw inward until the engine starts to run worse.
3. Repeat step l and 2 until the engine runs at a stationary 650 +/- 25 RPM. Take care that the last step is always step 2.

Adjusting with a CO, CO^2 meter

If you have access to a CO/CO^2 meter then adjust the carburetor until it matches the following table (with a temperature between 15 and 30°C).

Type	CO	CO^2
DX-DJ-DJF	2 – 3,6%	above 8%
DP-DY-DT-DV-DLF	1,8 – 3,6%	above 8,7%