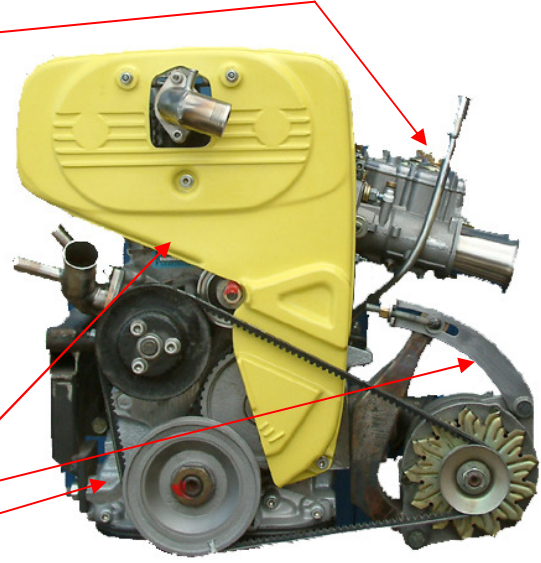


Parts Required

PP1200	Weber 45DCOE carburettor x 2		
PP1201	Inlet manifold for DCOE carburettors x 1		
PP1202	Linkage kit for DCOE carburettors x 1		
PP1203	Throttle cable for DCOE carburettors x 1		
PP1204	Fitting kit for DCOE carburettors x 1		
PP1206	Air box for DCOE carburettors x 1		
PP1207	Air filter for PP1206 x 1		
PP1016	Air intake flexible hose x 2		
PP1300	Gear linkage vertical shaft (modified) x 1		
PP4031	Cam belt cover (modified) x 1		
PP4060	Alternator adjust bracket x 1		
PP4061	Alternator belt for PP4060 x 1		
MH7104	Inlet manifold gasket x 1		
MH5043	In-line fuel filter	MH5044	Flexible fuel pipe x 2 metres
MH5045	Fuel pipe clip x 12	MH5032	Facet 'Silver' Top fuel pump
MH5033	Facet fuel pump unions	PP1453	Fuel line T piece
PP1455	Fuel pressure regulator		



Fitting

Remove the original carburettor, inlet manifold, air filter box and air hose. Disconnect the gear selection arms (3) from the vertical shaft and remove the vertical shaft. Disconnect and remove the alternator and its adjusting bracket. Fit PP1301 modified vertical shaft and mounting bracket to the rear crossmember, making sure the new vertical shaft is upright. The bracket can be bolted or welded to the crossmember; we recommend that you remove the crossmember and weld the bracket in place to avoid weakening the crossmember. Remove the oil filter housing bracket and modify it to enable fitment of PP4060 alternator adjust bracket (see separate instruction sheet). Refit the modified housing and fit the new alternator adjust bracket. Remove the cam belt cover and replace it with PP4031 modified cover.

Fit the PP1200 carburettors to the PP1201 inlet manifold using PP1204 fitting kit. Then fit PP1202 linkage kit. Remove the original throttle cable and fit PP1203 throttle cable in its place. Now fit the complete intake manifold and carburettors to the cylinder head using MH7104 gasket. Connect and adjust the new throttle cable. Assemble the PP1206 air box and PP1207 air filter, then mount to the carburettor inlets. Run the 2 x PP1016 flexible hoses from the air box to the air duct running underneath the centre of the car.

Remove the original fuel pump, fuel filter and fuel pipes. Mount the MH5032 fuel pump and PP1455 fuel pressure regulator on the rear bulkhead, then use the MH5044 fuel pipe to connect the fuel tank outlet to the pump, pressure regulator and carburettors. Install the MH5043 in-line fuel filter between the fuel tank and the fuel pump. If your car was originally fitted with a mechanical fuel pump you will need to run an ignition-switched power supply to the new fuel pump. Reconnect the gear selection arms to the new vertical shaft and adjust if necessary. Then refit the alternator, using the PP4061 drive belt.

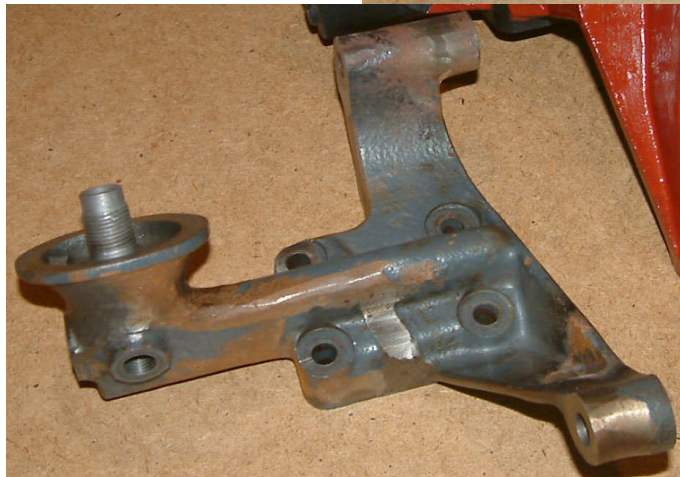
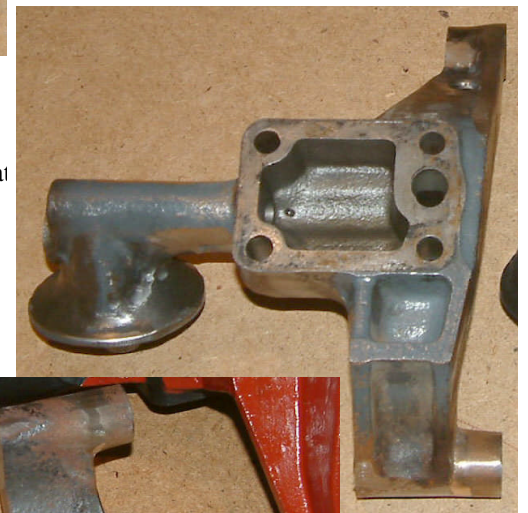
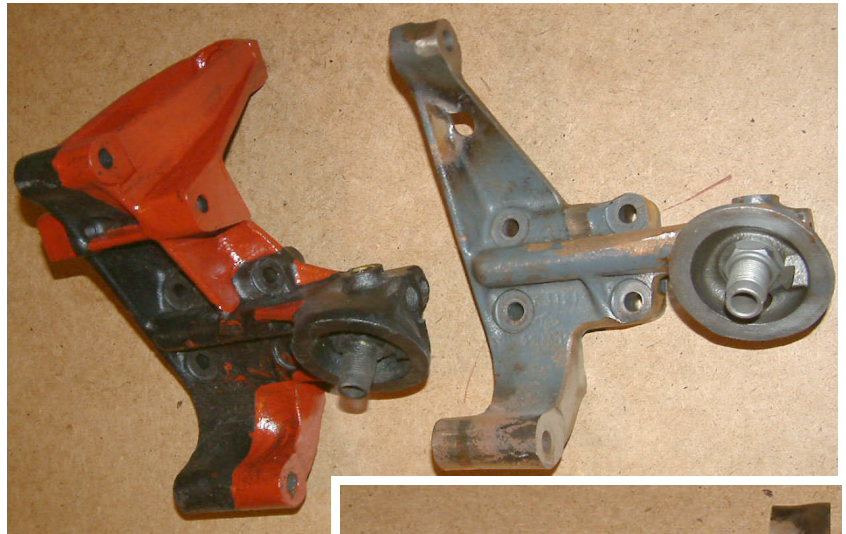
MODIFYING THE OIL FILTER MOUNTING BRACKET

Picture on the right shows the two brackets. The left is OE Fiat and the right is modified. On the OE Fiat item all red painted sections can be removed leaving just the basic bracketry. Metal removed to modify the part is around 3Kg. OE part weighs 5.75kg!! So worth all the effort! The alternator is now some 200 mm lower weight distribution is better. (slightly!!)

The Air Con compressor support has been reduced in width by removing the rib and stiffener plate closest to the oil filter. The left side is elongated by 18mm. (Steel tube in kit) Puts alternator pulley, in line with the water pump and bottom pulley. This must be welded or brazed in place! Use a 12mm bolt to locate before welding!

Below Right you can see how much metal may be removed from the “front” of the bracket around the oil filter mounting and from the web that used to run up to the old alternator mount at the bottom right. This no longer supports the weight of the alternator merely the holding force of the adjuster bracket so the web that is left provides adequate support.

This should help working this modification. Don't worry as you cannot take off too much. The bracket is totally over engineered in the first place and still far too heavy when done!



From the picture of the adjuster bracket above you can see the layout of washers etc. The large headed bolt has one washer either side of the modified bracket to line up the adjuster! The 10mm cap head bolt has one washer below its head and the second under the nut. Before final fixing and adjustment ensure that the parts line up correctly or the life of the belt may be compromised.