

TESTING THE TURBO SCIROCCO!

VOLKSWAGEN

IND

PORSCHE:
356 HOLIDAY • CUSTOM 914
CARRERA 2000GS!

ARGUS 35405
Greats

OCTOBER
1978
\$1.50

SPECIAL:
SHOW-
WINNING
CHOPPED-TOP
BETLES!



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Greats

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How to adapt 42 DCNFs to Porsche's pushrod four!

A Porsche SC with Weber 42 DCNFs installed. The stock factory carburetor linkage is used although it was modified slightly.

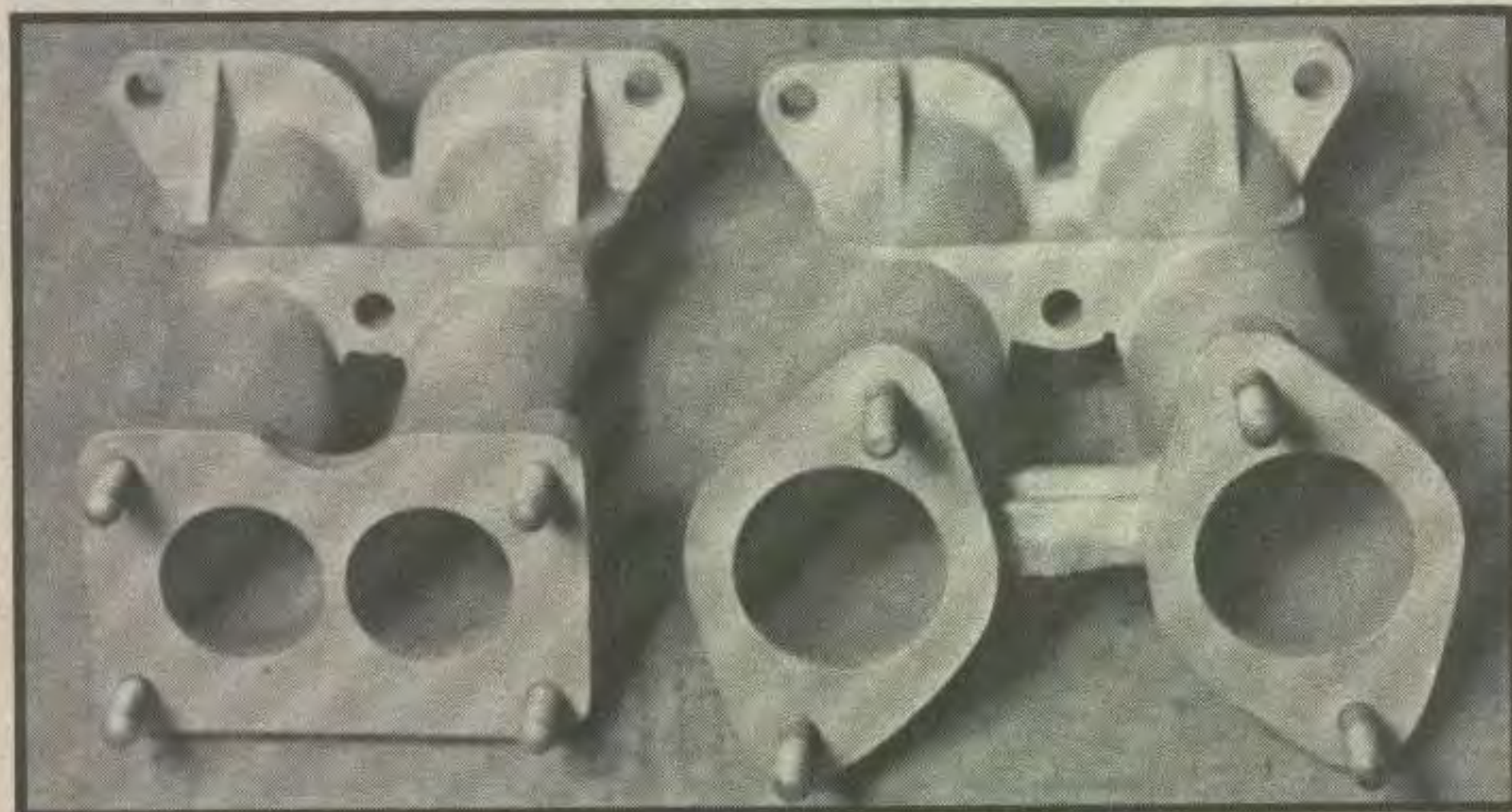
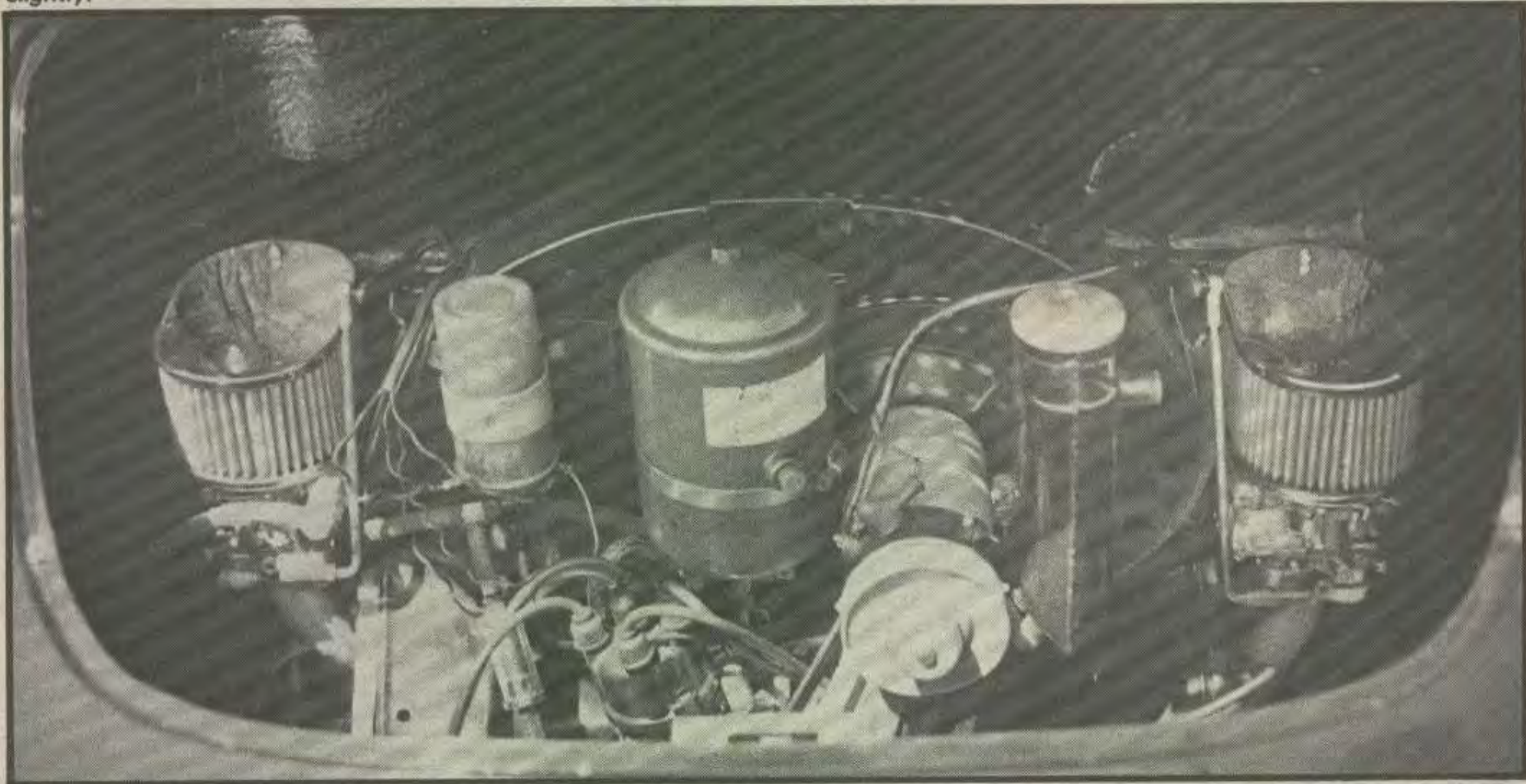
Story & photos by Jere Alhadeff

WEBERS FOR THE 356 & 912

With so much well-deserved attention being paid to Porsche's fat six, one would think that it was the only engine Porsche ever used. Any VW or Porsche buff knows better, however. Before the six-cylinder 911 was introduced, all Porsche production cars were equipped with four-cylinder engines, the majority of which were pushrod style.

At the same time that the overhead-cam 911 coupe was introduced, a four-cylinder version was also available. The four-cylinder 912 featured virtually the same engine as that of the earlier-model 356SC. But little attention is paid to the four-cylinder Porsche, and it is seldom that a method to increase the horsepower and drivability of a Porsche thus equipped is discovered.

We're happy to say that we've found a nice, reasonably simple carburetor swap for these Porsche fours. The new carburetors used are the popular Weber



The Zenith carburetor manifold necessary for the conversion is on the left. The manifold to the right is for a Solex 40P11.

42 DCNFs. The swap can be made with any 356 or 912 model. The manifolds necessary for the conversion are the factory manifolds for Zenith carburetors. Depending on your cylinder heads, either the standard 356 or the 356 Super manifolds are necessary.

To get the complete story on the carburetor swap, we contacted FAT Performance, Dept. VWG, 1450 N. Glassell, Orange, CA 92667. It was no surprise to find this carburetor conversion at FAT, since we have previously featured that company's work with VWs and the six-cylinder Porsche powerplant.

The carburetor swap can be made with any of the 356 or 912 Porsche engines, and it provides a proportionate horsepower increase in both. Along with the increase in horsepower, the carburetor swap is popular because most

dual-Zenith or dual-Solex Porsches have begun to wear out and, rather than rebuild them, the owners are looking for something new.

If your Porsche is a Super 90 or 912 equipped with dual Solex 409 11s, you will have to locate a pair of 356 Super manifolds or Zenith carburetors. If you have a 356 standard or Super, your stock manifolds can be modified. Perhaps, you have a 356 standard and would like to update the cylinder heads to 356 Super specifications. The cylinder heads can be updated and the manifolds matched to fit them at the same time as the manifolds are modified to fit Weber 42 DCNFs. Actually, there are many variations possible. We will first get into the modifications necessary to adapt 42 DCNF Webers to any pushrod four-cylinder Porsche (except the 914), then we'll itemize all the variations later.

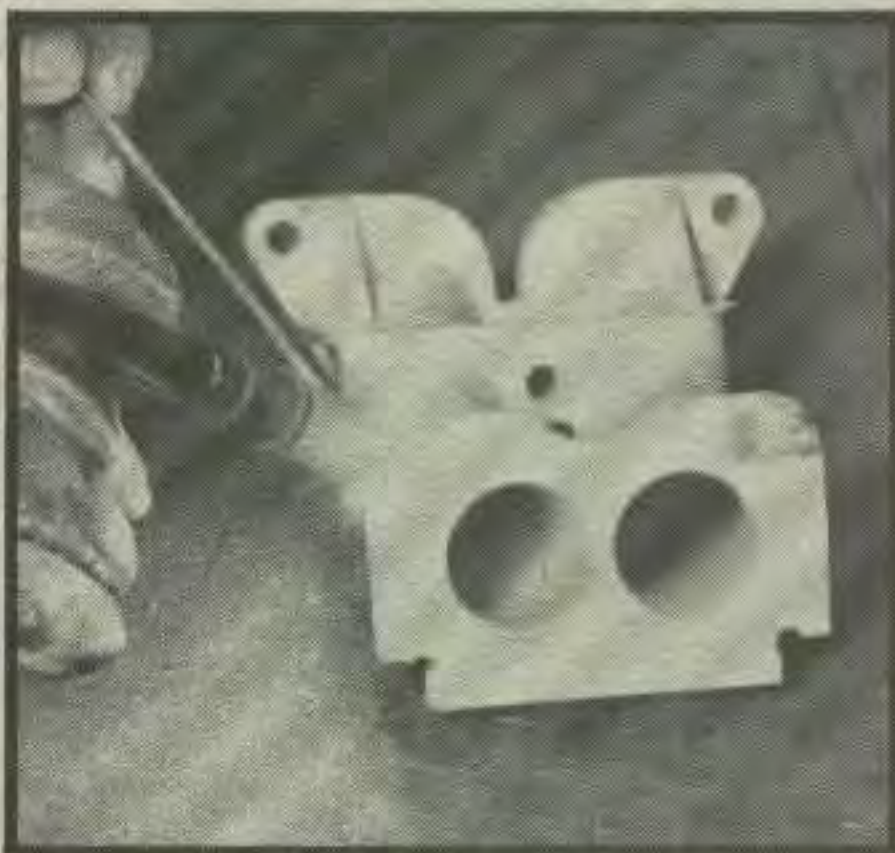
After removing the old carburetors and manifolds, the conversion can begin. First, the carburetor studs are removed from the Zenith manifolds and a "V" cut is made into the threads of the stud-mounting hole, notching the corners of the manifold. The corners of the manifold are notched because the Weber carburetor has a larger mounting base, therefore the studs must be relocated. The manifolds are welded at each corner to fill this gap and are then resurfaced. Next, the manifolds are drilled and tapped in the proper location for the Weber carburetor mounting studs. The intake manifold ports are enlarged from 32mm (Zenith size) to 42mm to match the Weber carburetor. At this time, if you have 356 Super or 912 cylinder heads, or if your 356 standard heads have been massaged to 356 Super specifications and your manifolds are 356 standard, the manifold ports must be enlarged to match the cylinder heads.

The carburetors and manifolds are now ready for reinstallation onto the engine. The original factory carburetor linkage can be modified to work with the Webers. You can also use the stock factory fuel lines by adding a small section of flexible hose to each line. Of course, the factory fuel lines can be completely replaced by flexible hose also. There are several brands of air cleaners that fit the Weber carburetor, so the choice is up to you. FAT recommends K&Ns.

Now that we've told you how the carburetor swap is accomplished, we'll give you the engine dyno figures. FAT has performed this swap many times, so complete dyno figures were available. We'll start with the standard 356, which produces 66 to 68 hp. After changing to Weber 42 DCNFs, there was a 10-horsepower increase. A 356 Super has 78 to 80 hp with Zeniths and enjoys a 12-hp increase with the switch to the Weber 42 DCNFs. The largest horsepower increase was with a 356 Super using a 1720 big-bore kit. A 1720cc Super

The top and bottom views of a completed manifold. The manifold is a 356 standard, while the gasket shown is for a 356 Super. Note the difference in port size.

After cutting the manifolds at each corner, they are welded to enlarge the surface area.



produces 88 to 90 hp with Zeniths, but it comes alive with Weber 42 DCNFs, producing 18 to 20 additional horsepower. As you can see, Weber 42 DCNFs can give life to an older Porsche while increasing the engine's horsepower. At last, the four-cylinder Porsche is beginning to keep pace with the rest of the performance market. *منق*

FAT's Price Index

Convert 356 Zenith manifolds to accept Weber 42 DCNF carburetors: Outright—\$125, Exchange—\$75

Modify 356 standard cylinder heads to 356 Super specifications: \$125

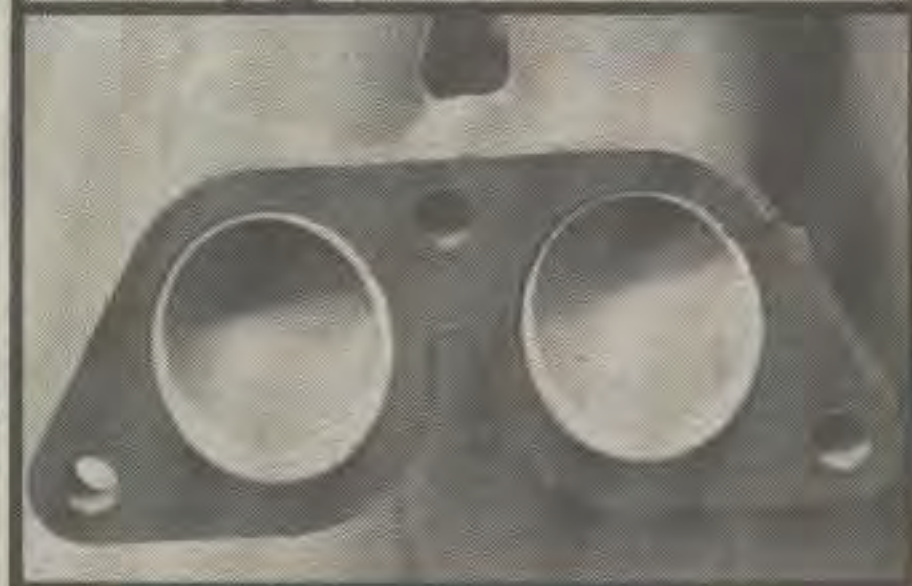
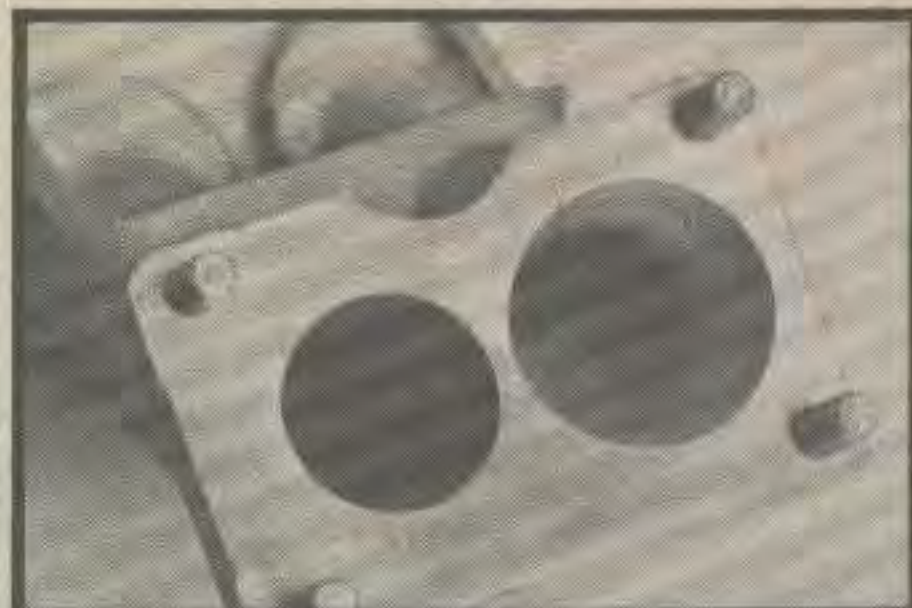
Modify 356 standard manifolds to 356 Super port size: \$30

Dual Weber 42 DCNF carburetors: \$199

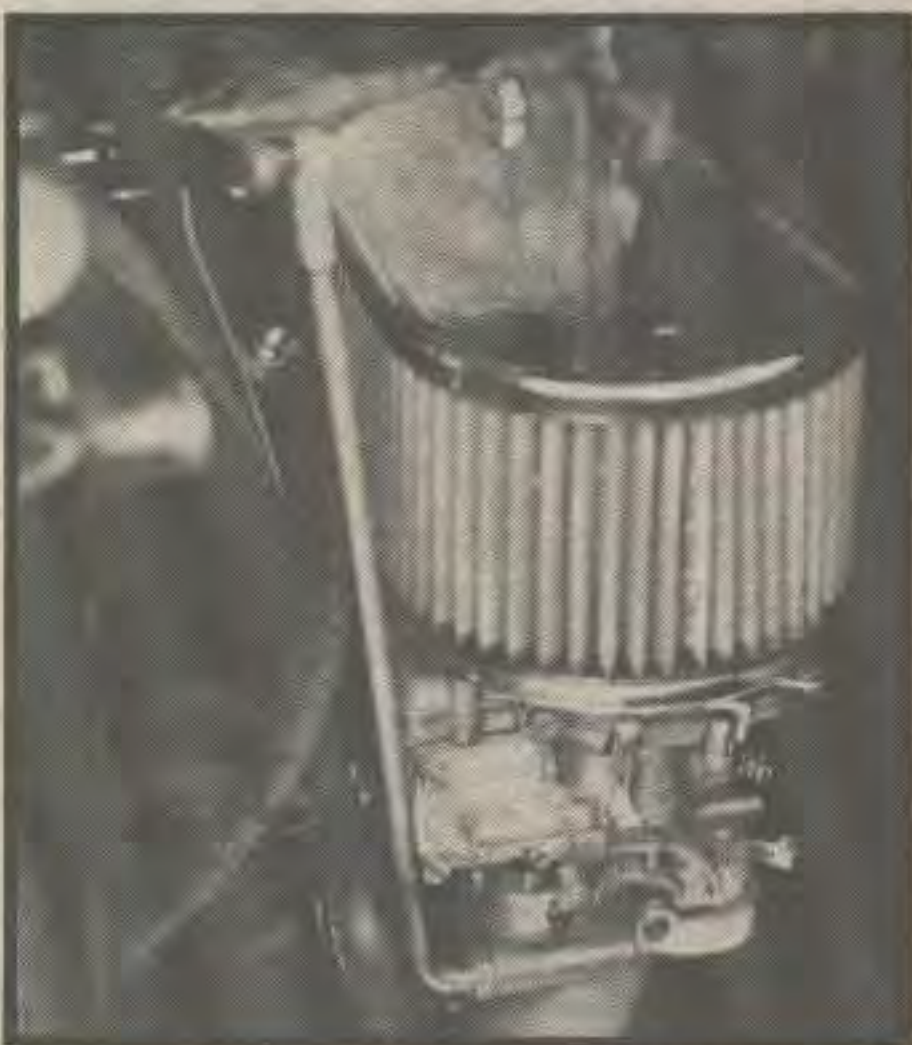
Competition valve job: \$40

Replace copper valve guides with silicone bronze guides: \$24

After cutting and resurfacing the manifolds, the studs must be relocated.



The left-hand carburetor. A flexible hose has replaced the stock tube-type fuel line.



The engine's original carburetor linkage can be modified to work with the new carburetors.