1974-79 FUEL SYSTEMS
Weber ADFA, ADHA & DMSA 2-Barrel Carburetors

Fiat: Brava, Spider, 124, 131

CARBURETOR IDENTIFICATION

1974 CARBURETOR IDENTIFICATION

Application	Number
124 Sport Coupe & Spider	34 DMSA
124 TC & TC Wagon	32 DMSA

1975 CARBURETOR IDENTIFICATION

Application	Number
124	32 ADFA 2/100
131	
W/O Catalytic Converter	
Man. Trans.	32 ADFA 4/100
Auto. Trans.	32 ADFA 6/100
With Catalytic Converter	
Man. Trans.	32 ADFA 1/100
Auto. Trans.	32 ADFA 3/100

1976-77 CARBURETOR IDENTIFICATION

Application	Number
124	32 ADFA 2/100
131	
W/O Catalytic Converter	
Man. Trans.	32 ADFA 1/100
Auto. Trans.	32 ADFA 3/100
With Catalytic Converter	
Man. Trans.	32 ADFA 4/100
Auto. Trans.	32 ADFA 6/100

1978 CARBURETOR IDENTIFICATION

Application	Number
124	
W/O Catalytic Converter	
Before VIN 1898385	32 ADFA 12/100
After VIN 1898384	32 ADFA 11/100
With Catalytic Converter	
Before VIN 1898385	32 ADFA 15/101
After VIN 1898384	32 ADFA 14/101
131, Brava & Super Brava	
W/O Catalytic Converter	
Man. Trans.	32 ADFA 11/102
Auto. Trans.	32 ADFA 13/102
With Catalytic Converter	
Man. Trans.	32 ADFA 14/102
Auto. Trans.	32 ADFA 16/102

1979 CARBURETOR IDENTIFICATION

Application	Number
Brava	
Federal	
Man. Trans.	28/32 ADHA 1/179, 1/279
Auto. Trans.	28/32 ADHA 2/179, 2/279
Calif.	
Man. Trans.	28/32 ADHA 5/179, 5/279
Auto. Trans.	28/32 ADHA 6/179, 6/279
Spider 2000	
Federal	
Man. Trans.	28/32 ADHA 3/179
Auto. Trans.	28/32 ADHA 4/179
Calif.	
Man. Trans.	28/32 ADHA 7/179
Auto. Trans.	28/32 ADHA 8/179

DESCRIPTION

Carburetor is 2-stage, 2-barrel downdraft type. Primary stage is mechanically operated by accelerator linkage. Secondary stage is operated by mechanical linkage and a vacuum diaphragm. Primary stage includes idle and transition, main metering system and acceleration system.

Secondary stage includes power enrichment, secondary main metering and transfer circuits. A single fuel bowl supplies fuel for both stages. A coolant heated choke bimetal spring operates the choke plate through linkage and is completely automatic. An idle stop solenoid shuts off fuel supply when ignition is off

ADJUSTMENTS

IDLE SPEED & MIXTURE

See appropriate TUNE-UP PROCEDURES article.

COLD (FAST) IDLE RPM

See appropriate TUNE-UP PROCEDURES article.

FLOAT LEVEL

Remove air horn from carburetor. Hold air horn vertically and ensure gasket is in place. Weight of float should gently depress needle valve. Measure clearance between top of float and gasket surface. Clearance should be .236-.275" (6-7 mm). If adjustment is needed, bend float arm where it joins float.

FLOAT DROP

Hold air horn in upright position and allow float to hang down by its own weight. Measure clearance from gasket surface to top, leading edge of float. Clearance should be .551" (14.0 mm). If necessary, bend float drop tang.

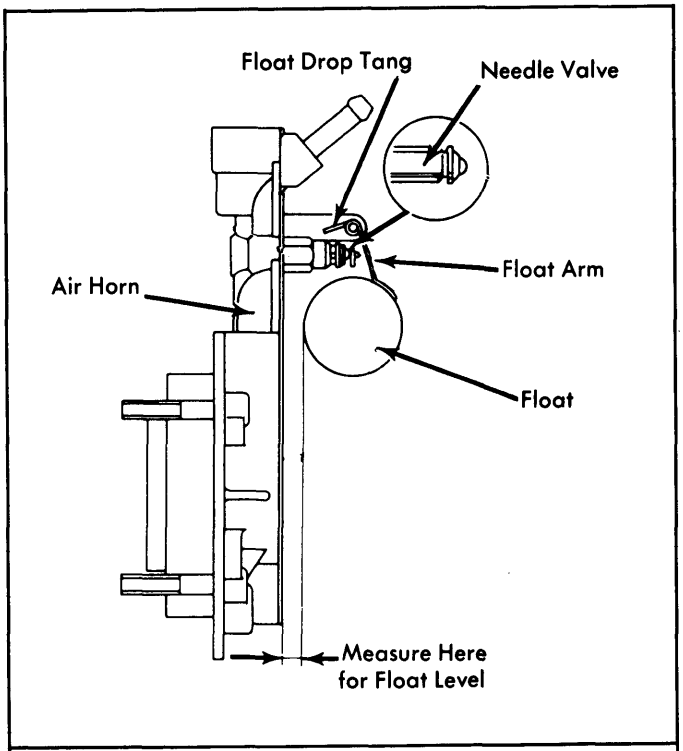

Fig. 1: Float Level Adjustment

OVERHAUL

DISASSEMBLY & REASSEMBLY

Information not available from manufacturer. Use exploded view of carburetor as a guide *See Fig. 2*.

1974-79 FUEL SYSTEMS
Weber ADFA, ADHA & DMSA 2-Barrel Carburetors (Cont.)

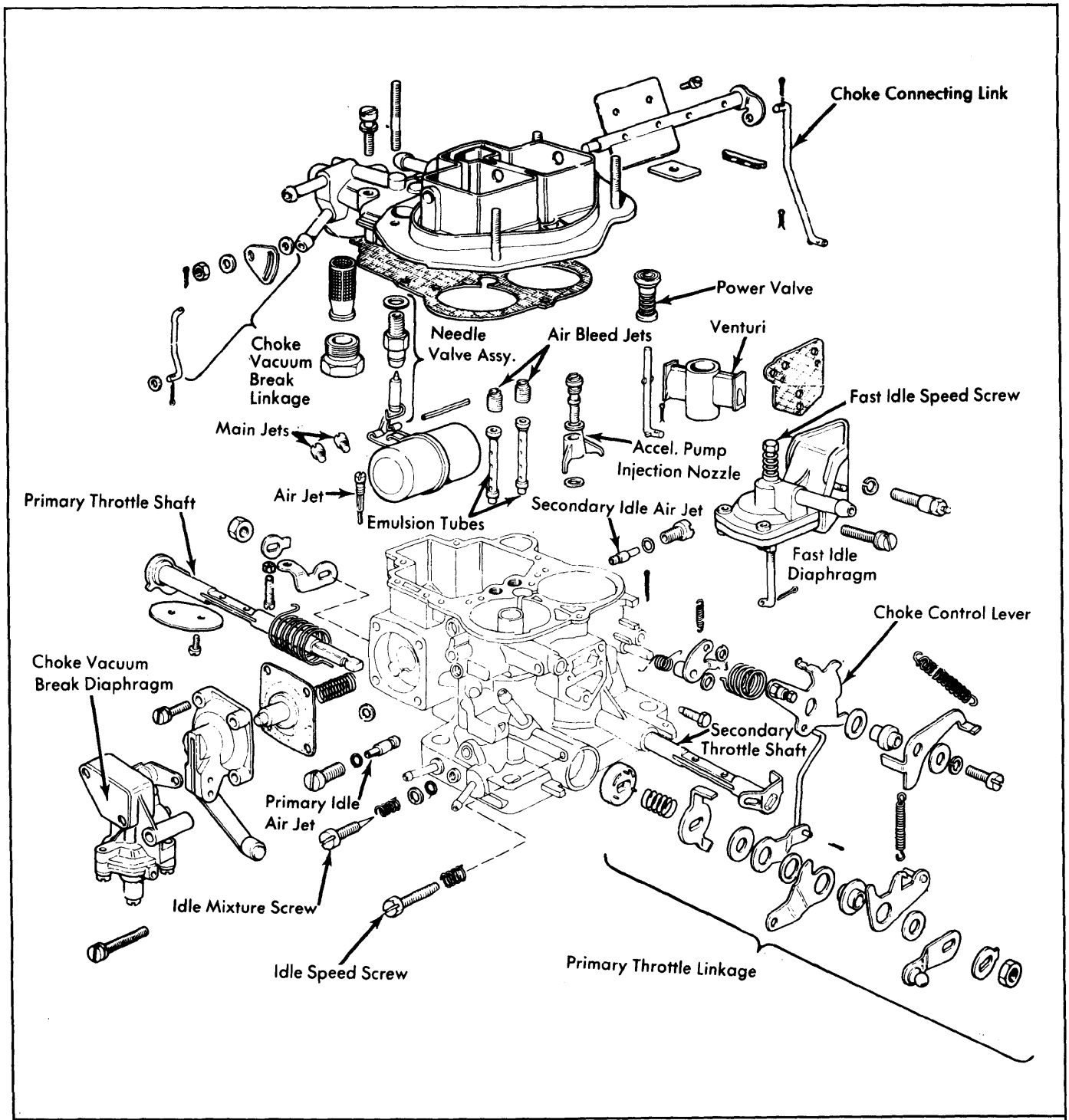

Fig. 2: Exploded View Of Weber DMSA 2-Barrel Carburetor (ADFA & ADHA Similar)