

		Year Published	Weber Body	sub	Choke	Aux Venturi	Main Jet	Emulsion Tube	Air Corrector	Pump Jet	Idle Jet	
	Des Hammill, How to Powertune Jaguar XK Engines	2001	45		38 mm	4.5	150-155	F2	170-200	45	45F9	
			45		40 mm	4.5	160-165	F2	170-220	45	45F9	
	Des Hammill, How to Build and Powertune Weber & Delorto	1996	45		41mm	5	165		160	50-55	65	
	700 cc/cylinder = 4200/6 calculations				700 cc	500cc and up	700 cc		to start	700 cc	to 700cc	
	Pierce Manifolds, As Delivered	2017	45	152	38 mm		145	F2	155		65F9	
	Pat Braden, Weber Carburetors	1988	45	13	38 mm	3.5	165	F2	190	40	68F8	
	Haynes Weber Carburetors	1979	45	9	38 mm	3.5	165	F2	190	40	65F8	
	Des Hammill, How to Build and Powertune Weber & Delorto	1996	45	Delorto	40 mm		165	7772.6	170	35	55	
	As supplied by XK's Unlimited (text below)		45		36	4.5	145	F16	155	45	55F8	
	Comparing various venturi's based on area				Choke Dia	Choke Dia	Choke Area	Relative Area Vs 38 basis				
					mm	in	in**2					
					40	1.575	1.95	111%				
					38	1.496	1.76	100%				
					36	1.417	1.58	90%				
					34	1.339	1.41	80%				
		Year Published	Weber Body	sub	Choke	Aux Venturi	Main Jet	Emulsion Tube	Air Corrector	Pump Jet	Idle Jet	Air Bleed
	Calculate per article	5/26/2018	45	152	"35"		V x 4 = 136	Off Chart Largest F2	M + 50		Off Chart Largest 55/60	F8 Normal F2 Weak
	Therefore choose				34		135	F2	185			
	As Delivered by Pierce Manifolds	2017	45	152	38 mm		145	F2	155		65F9	
	So be prepared with	Try			34		135		185		60	F8
	xke's Unlimited set up for the 4.2 XK engine. I was not totally happy so made some changes, and quickly went back to the original. With some patience, and a known good engine you can get a very nice result. 45DCOE's Choke 36mm Aux Vent 4.5 Main jet 145 Air Correct. 155 Emulsion F16 Idle 55/F8 Idle Mixt. 100 Progressive holes 120/100/80 Needle valve 200 Pump Jet 45. Hope this helps.											