Installation guide BBT 2184-100 (2E3 carburettor)

Thank you for buying (or considering) the BBT replacement carburetor to exchange your Pierburg 2E3 on your DG series engine. The Pierburg 2E3 is used on all sorts of engines and some modifications may be necessary to make it work on yours.

Please note you will have to replace to replace the throttle linkage plate with the one off the old carburetor. The old throttle linkage plate aligns perfectly with the new carburetor mechanism. The different angle of the fast-idle screw makes no difference to it's operation.

Our replacement carburetor is not designed to recirculate fuel back to the gas tank. This is not a problem for any carbureted engine, as long as you see that your fuel pressure is not too high. Too high fuel pressure will force fuel through the float valve when the chamber is full and that results in a mixture that is over-rich, or it floods the engine. The return pipe to the fuel tank is therefore redundant and can have a stop-end put on it. If you use an electric

fuel pump you will need a fuel pressure regulator (BBT #1689). Correct fuel pressure is between 0.3 & 0.4 Bar (4 to 5 PSI).

On the back of the old carburetor are two vacuum pipes, one of which is typically blocked off. Our replacement carburetor has the tap for your distributor vacuum advance on the front, it is a slightly larger diameter as original but any good rubber or silicone vacuum hose will fit.

The studs on top of our carburetor to hold your air cleaner might be too short. You can easy interchange with the suds from your original carburetor.

The brown earth wire can be removed as there is plenty of earth continuity to allow the idle cut off and choke heater to work. It isn't long enough to connect to anywhere anyway.

Last thing that might need attention. Change the connector on the choke heater wire. Our new carburetor comes fitted with a long wire with an uninsulated crimped 6.3mm female halfway along it, and a shrouded 6.3mm male at the end. Designed to allow the heater and the idle-valve to be operated from one wire, as the connector in the center reaches the valve. It is however unshrouded and the free end is the wrong polarity to connect to your harness. You can cut the heater wire to an appropriate length, and fit with a suitable shrouded connector to match your harness. Its not mandatory, but simply better and more easy.

You may want to remove the vapor separator which is attached to our new unit. It isn't in the way but you can take it off because it isn't needed. Again, not mandatory.

We like to thank you again and wish you many trouble free miles/kilometers with your new BBT carburetor.