



Stag Weber Conversion

by Graeme Oxley

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It has been no secret that for a few years I have been having issues with those ugly Strombergs that sit under our Stag bonnet. I was not prepared to pay to have them overhauled. I could not see any value in spending money on 43 year old carburettors. Chris Spain runs a company in the UK called Stag Weber. Apart from making up a Weber Kit, he manufactures the Alloy Header Tank, a fuse box using modern spade type fuses and other products for Stags.

There are a number of owners in Australia that have Chris Spain's parts on their Stags. They are well made and more importantly they work to make the car more reliable. After returning from the Great Australian Rally on the 5th Feb the Strombergs played up again. The car would not accelerate. It was time to get the Weber Kit. I placed an order for the Weber 38 DGMS Kit including, The Lynx Air Filter and Chris's new Active Breather Kit (Type 2). Within a week, a box containing the kit arrived.

Replacing the Strombergs with Holley conversions was popular with Greg Tunstall in QLD. Jack Gault in the ACT has a Holley conversion. Brian Tink tried something different and converted a pair of SU Carbies from a Rover 3500 V8. This has been successful. If you get onto the ACT Triumph Club website, there is an article written by Brian about this.

I decided to go down the Weber path and Saturday the 18th February was set to do the conversion. I photographed everything I did so as to keep a record. The easy bit was to remove the ugly Strombergs. I had read the instructions the night before. A new O Ring was fitted to the manifold and the Manifold Adaptor Block (MAB) was secured to the existing OEM Manifold. I used Permatex Red Loctite to ensure the bolts would not come undone. All nuts and bolts had the Permatex Red placed onto the threads. This is also recommended by Chris. There is a locating lug and the MAB could only go one way. The Heat Spacer was fitted then the Weber. The Weber is a work of art compared to the Strombergs.

The linkages were fitted. I made sure that there was a full throttle opening. I fitted up the choke cable only to find that it didn't work as the cable was broken. The Strombergs have a dual choke cable and the car always started ok. The second choke cable worked but it was too short. I am going to get an after market choke cable and fit that. The Australian made Lynx Air Filter was fitted.

Next was to connect the Active Breather Kit. Firstly, the Catch Can had to be fixed to the Firewall. Metal self-drilling screws are wonderful. Soon the three vacuum hoses were connected. After a check to ensure everything was fitted it was time for a smoke test. Annette had made a cuppa and had baked a cake. The smoke test had to wait.

At 4pm it was time to start the Stag without a choke cable connected. The engine fired into life immediately and revved freely. Mixtures adjusted as per the instructions. The final thing to do was relocate the bonnet insulation cross member about 1" closer to the front of the car to ensure the filter did not hit the bar. All good.



Mission accomplished. The engine bay is not cluttered. The big test will be on the way to Flemington.

The alarm went off at 5.45 am and time to get ready to head off to the Flemington Racecourse for marshalling duties. No Choke and a cold morning. The engine fired up ok but it was difficult to keep the engine firing without the choke. Important things were packed into the boot: chair, table and esky.

First cause for alarm was at the first traffic light with the engine idling at 3000 rpm and would not come down. Every traffic light was an issue. I eventually pulled over but there was nothing I could do. This was when I noticed that there was no accelerator return spring. This would have solved the issue. I didn't give it a second thought when tuning the engine as per instructions. Statically the engine returned to just under 1000 RPM each time it was revved. On the road it was a different story. I soldiered on to Flemington Racecourse.

There is always lots of interest in the Stag engine. The Stag next to me was our President's Stag with newly serviced Strombergs and a new four speed auto. Nick has had his issues with the Strombergs. Next was Spiro Ellul's Triumph V8 supercharged, fuel injected V8. Then was my Stag with the newly kitted Weber from Chris Spain. Most people thought that the Weber conversion looked great. A lot said that they don't have any issues with the Strombergs. The weather was crap and there was lots of rain to spoil the day.

On the way home the Weber not returning to idle was very annoying. I stopped at Supercheap and they said they don't sell accelerator springs any more. Autobarn did but choice was extremely poor. I found one to do the job and drove the 5 kms to home without issue. This spring proved to be too strong, but it got me home. Our 2.5PI had the correct spring. Right length and strength. It was perfect and I put the other spring on the PI. Not perfect on the PI but will do the job until I find a better spring. The Weber now works perfectly now that it has a return spring.



On the road the car sounds better and appears to have more grunt. Didn't want to give it too much in case the throttle stuck wide open. I am now looking forward to trouble free motoring. When chasing the lack of acceleration, the fuel tank was cut in half and cleaned out and a new base was fitted because of pit holes. New fuel pump fitted and the filters were renewed, the Distributer had an electronic pack fitted by Performance Ignition. Still the engine lost performance. It had to be the Strombergs.

Our Stag now has the Davies Craig Elec Water Pump, LD Parts Secret Spoiler, the Chris Spain Header Tank. I must have all bases covered now. Roll on the next outing in the magenta Stag and happier motoring.

Graeme