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## Tech Forum : Update on Carb choices for 320/6

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### vdot

Junior Member  
Post nr. 3



Elkton, TN (Near  
Huntsville, AL)  
'81 320/6, '80 Benz  
300D/veggie, '03  
K3500 502ci, '97  
Massey 231

Posted Monday, Oct 31st 9:47am [\[Edit\]](#) [\[Quote\]](#) [\[IMS\]](#) [\[View car\]](#)

I researched handling the rough carburetor situation on my '81 320/6 via the following options:

-Rebuild the Solex 4A1 (\$100, may not end up with satisfactory results (ie: core beat?)

-Use Weber 2bbl (K248 kit) (\$300, pricey, easy, performance?)

-Use Holley 4160 390cfm (\$290, pricey, matches theoretical engine CFM reqs OK, not as nice IMHO as the Edelbrock/Weber 1403)

-Use Edelbrock 1403 500cfm ( \$250, cheaper, IMHO better design, prettier, potential CFM oversize for 2L M20...but nice for bore/stroke future)

I went with the Edelbrock. I used a Trans-Dapt 2034 Square-to-Spread bore ported adapter. The bores fit excellently. Two manifold mounting holes fit well, two didn't. I machined these two recessed mounting holes anew, and it fit well. I got 4 8mm-1.25mm x30mm Sockethead cap screws at Lowe's (Hardware), cut a insulated gasket, and mounted the adapter. The 1403 mounted with it's own hardware...needed a Mr. Gasket inline universal fuel filter to convert 5/16th to 3/8th fuel line. Also needed a 5/16th linkage ball to mount on the 1403 throttle arm. Air filter options were:

-get 1/2" adapter ring to raise original Airbox to fit carb. (1403 is about .5" shorter than Solex)

-get new drop low-profile airbox

I opted for new...filters are easier to get.

When I had it all hooked up, a few cranks and the fuel appeared through the 'glass' housing of the inline filter. Then...ROAR! It was a beautiful sound. I only had to play with the throttle (it had been stuck in the WOT position), and adjust-down the fast and slow idle speeds. I would recommend this solution to anyone (other than if you want to stay original, in which case, I've got a Solex for sale 🍕).

The 500cfm doesn't seem to be a problem in the

least: the 1403 primary throttle bores are just very slightly larger than the Solex, and the secondaries are actually smaller. In addition, the 1403 is extremely versatile in terms of calibration. For less than \$50, they have a calibration kit with springs, metering rods and jets to cover any driving style or situation. The thing idles, runs and transitions so smoothly now; and the engine has great power all the way to redline. The 1403 on this little 2.0L M20 is a wonder! Anybody wanting the so-called 'rush' that the original Solex could (legendarily) supply, will love the Edelbrock 1403 as a replacement. It's shiny, too 😊

---

**nsbone**

Member  
Post nr. 322



KL, Malaysia  
e21 323/6 316, e34  
520i, e32 730i

Posted Monday, Oct 31st 5:20pm [\[Edit\]](#) [\[Quote\]](#) [\[IMS\]](#) [\[View car\]](#)

Hi,  
WOuld love for pics of the edelbrock setup!!!!

---

**vdot**

Junior Member  
Post nr. 3



Elkton, TN (Near  
Huntsville, AL)  
'81 320/6, '80 Benz  
300D/veggie, '03  
K3500 502ci, '97  
Massey 231

Posted Monday, Oct 31st 9:19pm [\[Edit\]](#) [\[Quote\]](#) [\[IMS\]](#) [\[View car\]](#)

I'll post pics as soon as I can. It may be a couple days though...I'm swamped right now.

---

**vdot**

Junior Member  
Post nr. 3



Elkton, TN (Near  
Huntsville, AL)  
'81 320/6, '80 Benz  
300D/veggie, '03  
K3500 502ci, '97  
Massey 231

Posted Wednesday, Nov 2nd 6:44am [\[Edit\]](#) [\[Quote\]](#) [\[IMS\]](#) [\[View car\]](#)

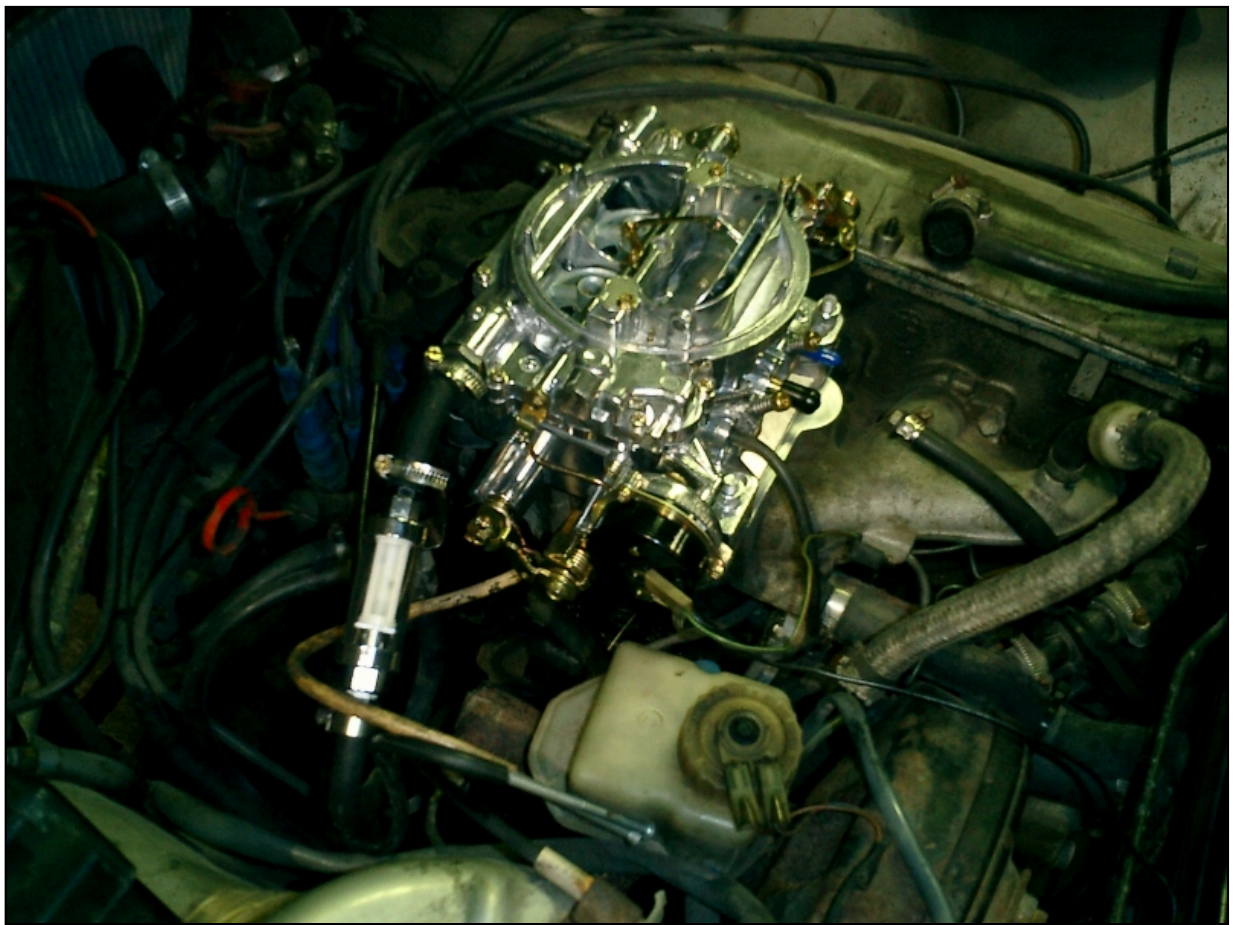
|                      |
|----------------------|
| <b>nsbone wrote:</b> |
|----------------------|

|                                                       |
|-------------------------------------------------------|
| Hi,<br>WOuld love for pics of the edelbrock setup!!!! |
|-------------------------------------------------------|

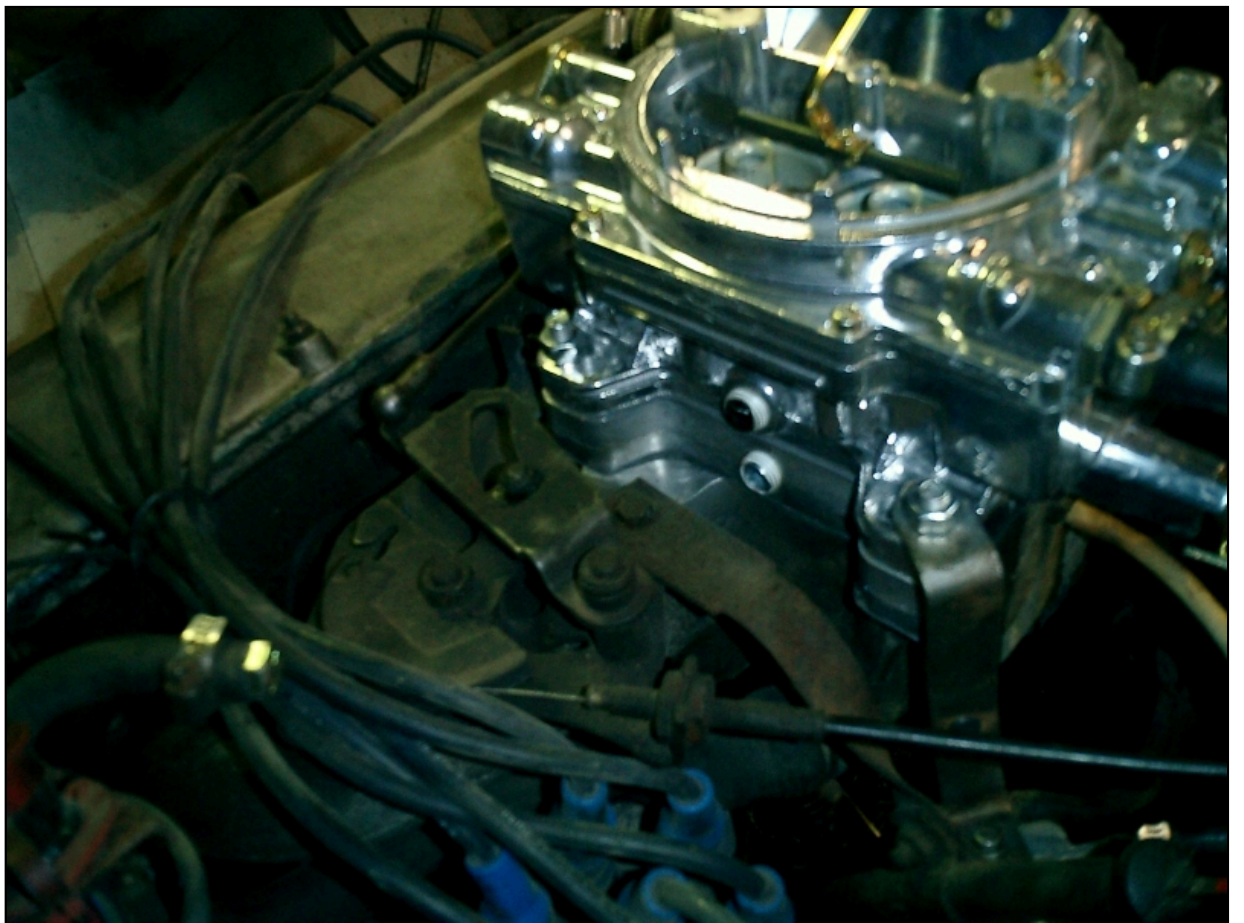
Here's some pics before I got the linkage hooked up... (It hooked up REAL easily with a [new] 1/4" linkage ball and the throttle return spring off the Solex. A 5/16" ball would work, too. The only mods were that I had to ream the existing hole in the carburetor's throttle linkage plate to handle the 1/4" threads on the ball, and I had to bend the plate that holds the accelerator cable (mounted to the intake manifold) down a bit to keep the throttle return spring from interfering with the primary choke mechanism on the passenger side of the carb.



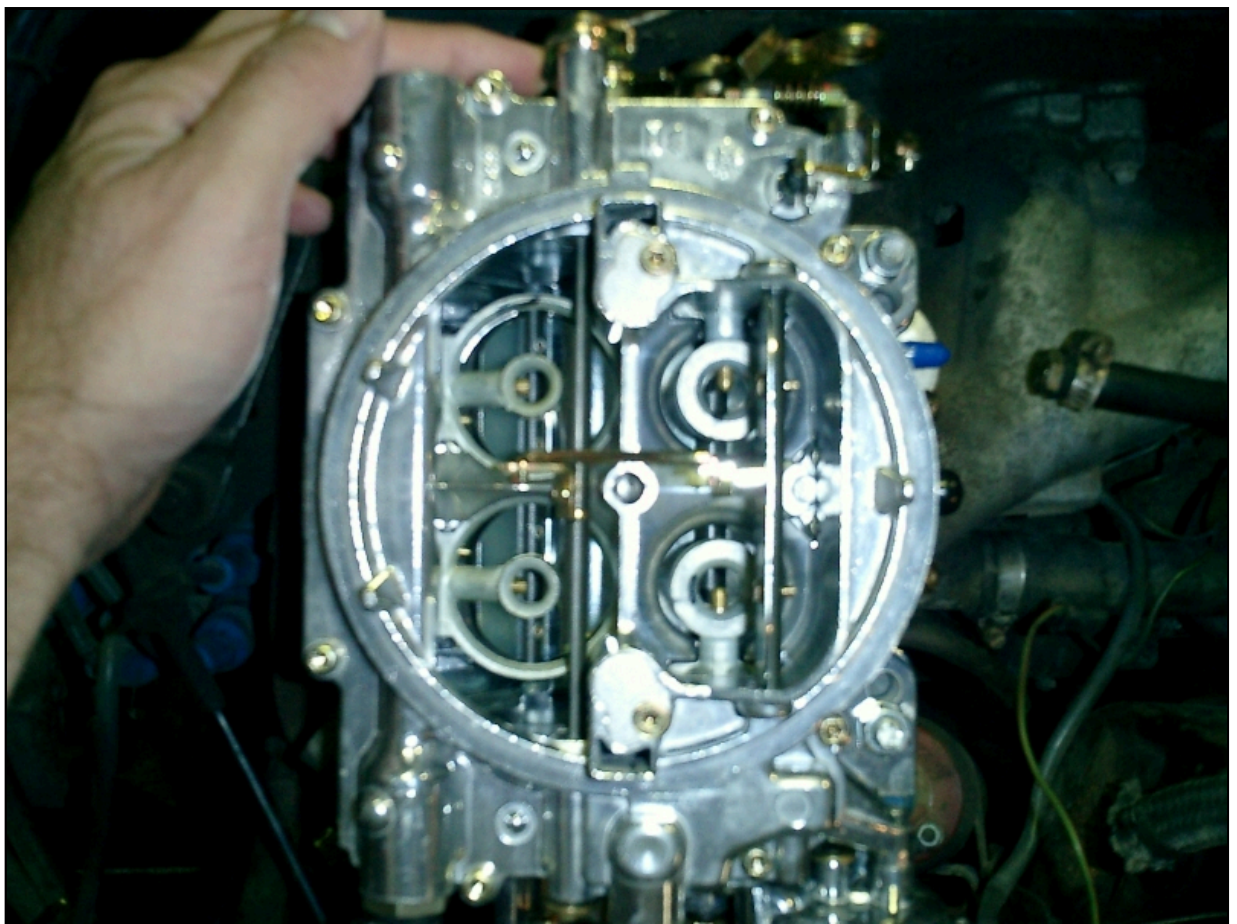












I'll post another when I get the new air cleaner housing.

-Dave

**chupchup**

Member  
Post nr. 4

Posted Tuesday, Jan 17th 4:11pm [\[Edit\]](#) [\[Quote\]](#) [\[IMS\]](#) [\[View car\]](#)

Were u able to fit back the original filer housing?



Singapore  
320m20

### imaradiostar

Member  
Post nr. 615



Nashville, TN  
81 323i, 82 525i, 85  
524td, 90 535i

Posted Tuesday, Jan 17th 4:37pm [\[Edit\]](#) [\[Quote\]](#) [\[IMS\]](#) [\[View car\]](#)

Wow, that looks pretty slick. Thanks for sharing this info with us! We really need an FAQ for this kind of thing!

jamie

### RDavena

Staff  
Post nr. 1577



SELECT \* FROM users  
WHERE clue > 0  
1981 323i, 1988 545is,  
1997 528i

Posted Tuesday, Jan 17th 8:59pm [\[Edit\]](#) [\[Quote\]](#) [\[IMS\]](#) [\[View car\]](#)

nice install. Let us know if it improves your mileage any.

### kpeters

Member  
Post nr. 676



San Jose, Costa Rica  
1981 320/6  
Kastanienrot-Metallic  
5spd

Posted Wednesday, Jan 18th 7:10am [\[Edit\]](#) [\[Quote\]](#) [\[IMS\]](#) [\[View car\]](#)

My Solex was warped but got straightned again by the mechanic. Currently I have problems with the car advance slow through the rev's but well, can't say if it's a problem with the carb.

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