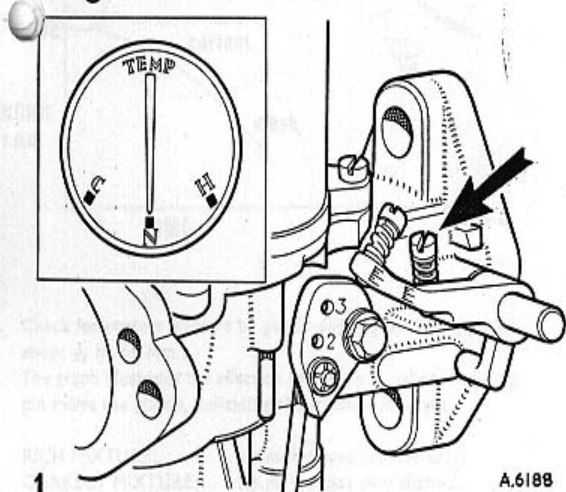


The SU Carburettor Type H - tuning, adjusting and servicing instructions

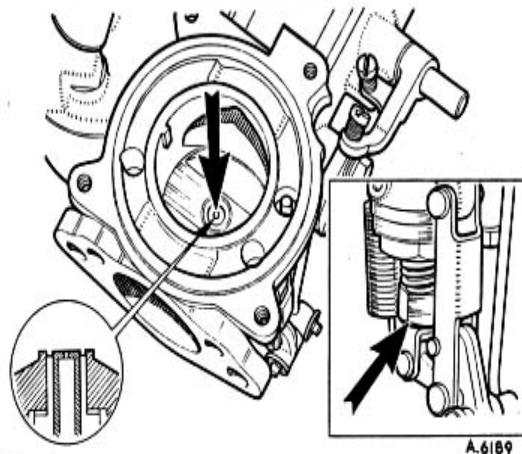
The British Motor Corporation Limited 1965

TUNING

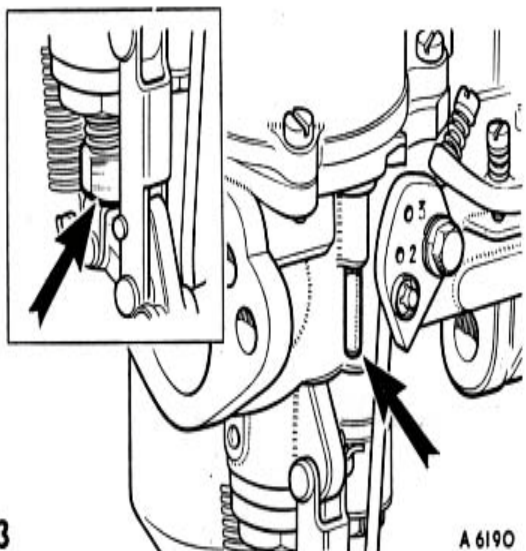
Single carburetters



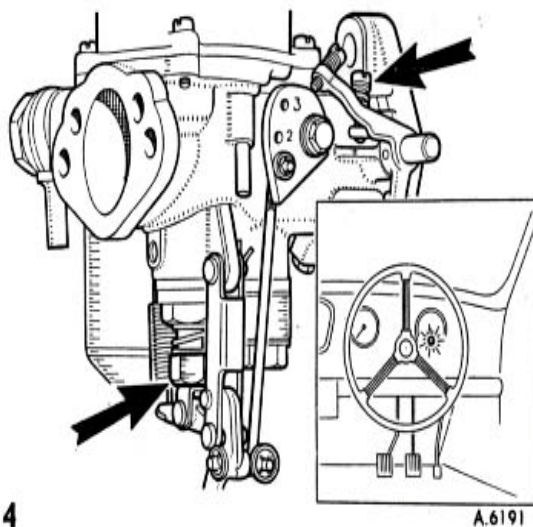
- 1**
- Warm engine up to normal temperature.
 - Switch off engine.
 - Unscrew the throttle adjusting screw until it is just clear of its stop and the throttle is closed.
 - Set throttle adjusting screw $1\frac{1}{2}$ turns open.



- 2**
- Mark for reassembly and remove piston/suction chamber unit.
 - Disconnect mixture control wire.
 - Screw the jet adjusting nut until the jet is flush with the bridge of the carburettor or fully up if this position cannot be obtained.



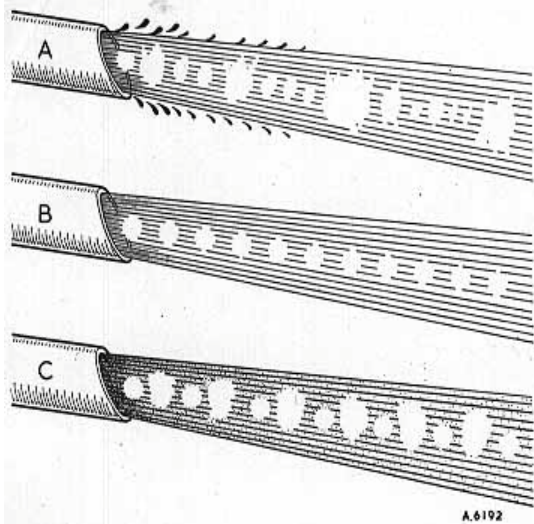
- 3**
- Replace the piston/suction chamber unit as marked.
 - Check that the piston falls freely onto the bridge when the lifting pin is released. If not, see items 15, 16, and 17.
 - Turn down the jet adjusting nut two complete turns.



- 4**
- Restart the engine and adjust the throttle adjusting screw to give desired idling as indicated by the glow of the ignition warning light.
 - Turn the jet adjusting nut up to weaken or down to richen until the fastest idling speed consistent with even running is obtained.
 - Re-adjust the throttle adjusting screw to give correct idling if necessary.

The SU Carburettor Type H - tuning, adjusting and servicing instructions

The British Motor Corporation Limited 1965

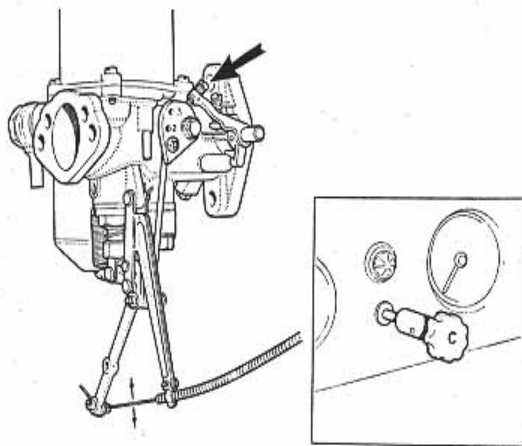


A.6192

5

The effect of mixture strength on exhaust smoke

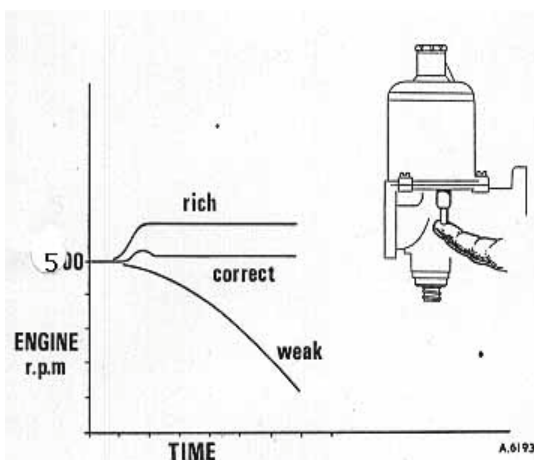
- A. TOO WEAK: Irregular note, splashy misfire, and colourless.
- B. CORRECT: Regular and even note.
- C. TOO RICH: Regular or rhythmical misfire, blackish.



A.6194

7

- A. Reconnect the mixture control wire with about $\frac{1}{16}$ in. (1.6 mm.) free movement before it starts to pull on the jet lever
- B. Pull the mixture control knob until the linkage is about to move the carburettor jet and adjust the fast-idle screw to give an engine speed of about 1,000 r.p.m. when hot.

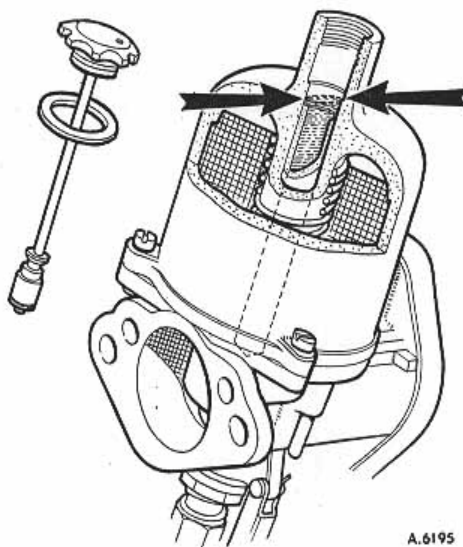


A.6193

6

- A. Check for correct mixture by gently pushing the lifting pin up about $\frac{1}{16}$ in. (.8 mm.).
- B. The graph illustrates the effect on engine r.p.m. when the lifting pin raises the piston, indicating the mixture strength.

- RICH MIXTURE: r.p.m. increase considerably.
- CORRECT MIXTURE: r.p.m. increase very slightly.
- WEAK MIXTURE: r.p.m. immediately decrease.



A.6195

8

- Finally top up the piston damper with thin engine oil grade S.A.E. 20 until the level is $\frac{1}{2}$ in. (13 mm.) above the top of the hollow piston rod.

Note

On dust-proofed carburettors, identified by a transverse hole drilled in the neck of the suction chambers and no vent hole in the damper cap, the oil level should be $\frac{1}{2}$ in. (13 mm.) below the top of the hollow piston rod.