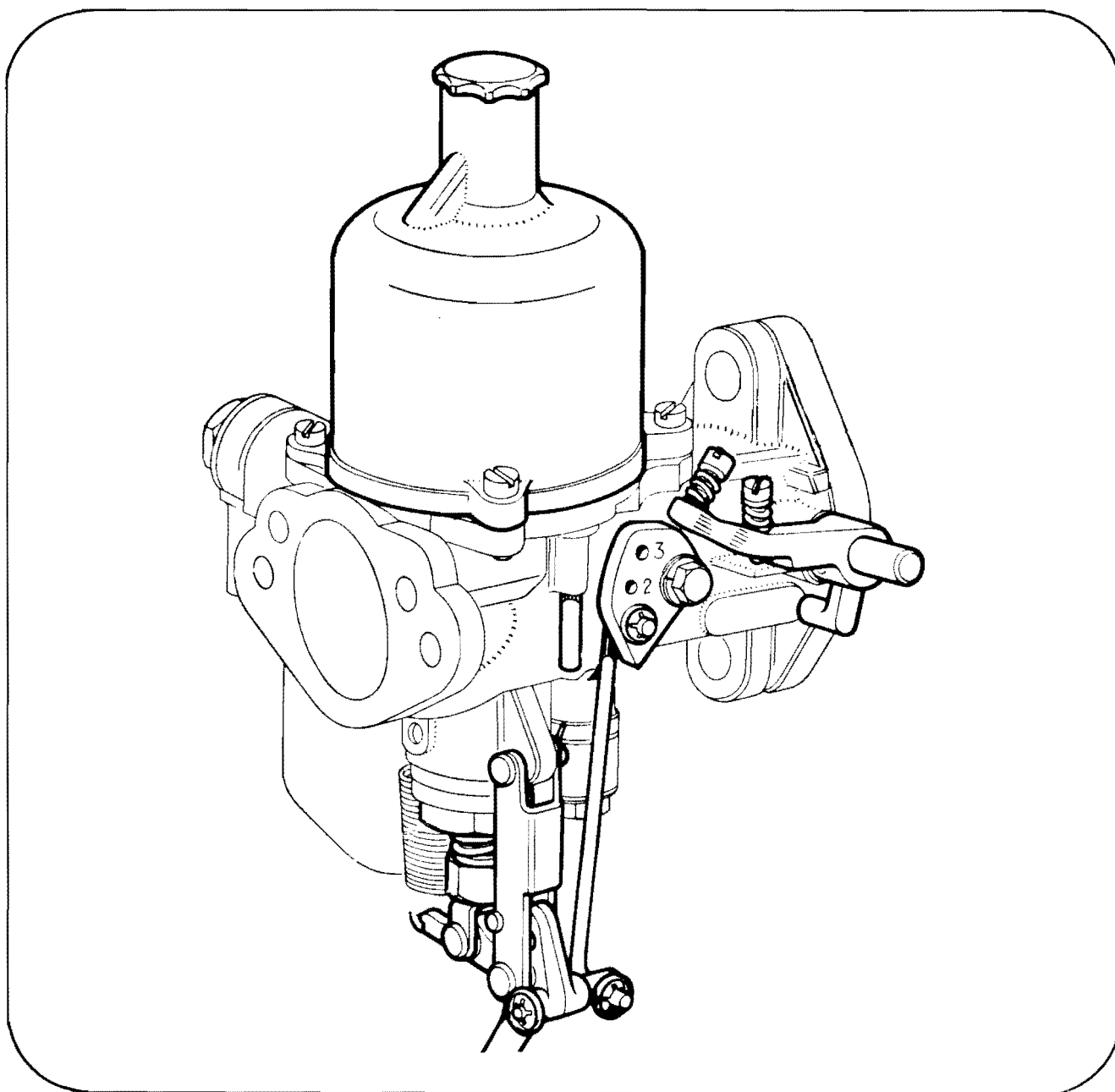




Type H Carburettors

TUNING & SERVICING

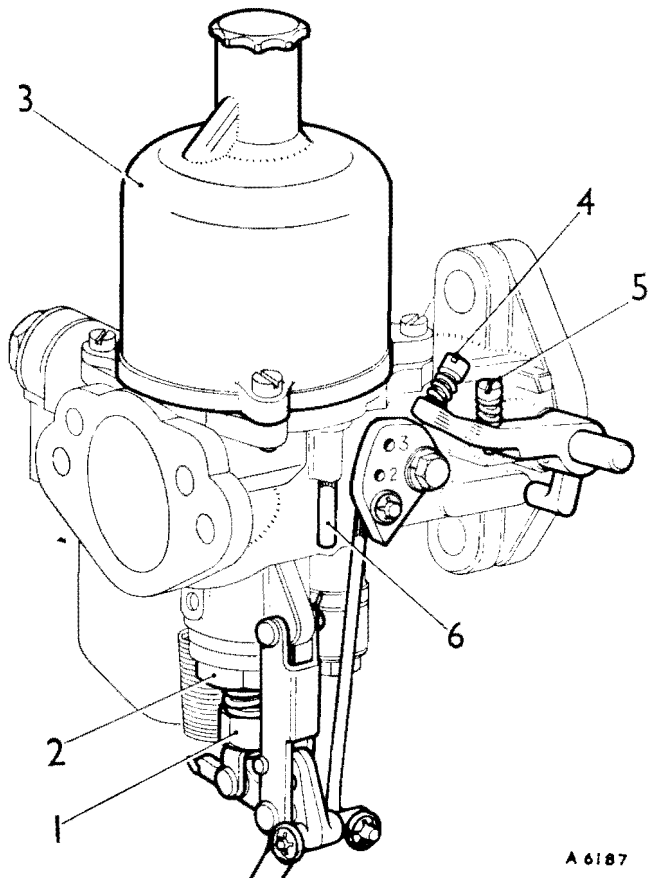


SU Carburettors

Wood Lane, Erdington, Birmingham B24 9QS

Telephone: 021-373 7371 Telex: 338342 Telegrams: Carburflex Birmingham

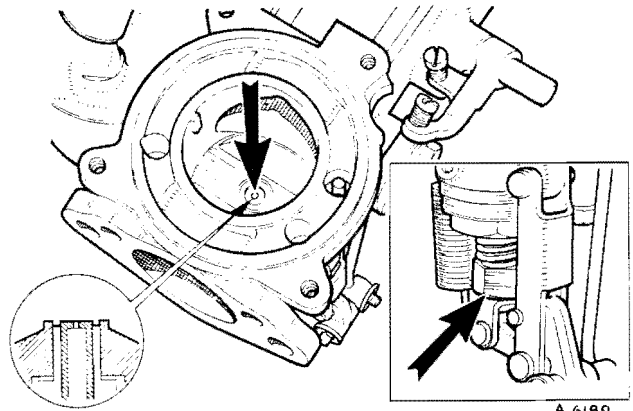
RZX 1002



A 6187

The Type H Carburettor

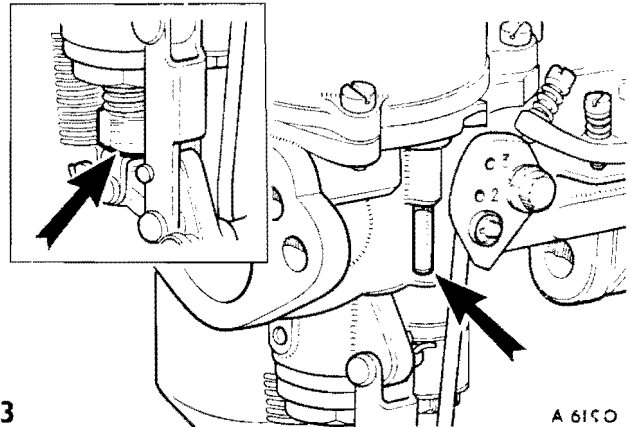
- | | |
|----------------------------|-------------------------------|
| 1. Jet adjusting nut. | 4. Fast-idle adjusting screw. |
| 2. Jet locking nut. | 5. Throttle adjusting screw. |
| 3. Piston/suction chamber. | 6. Piston lifting pin. |



A.6189

2

- A. Mark for reassembly and remove piston/suction chamber unit.
- B. Disconnect mixture control wire.
- C. 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.



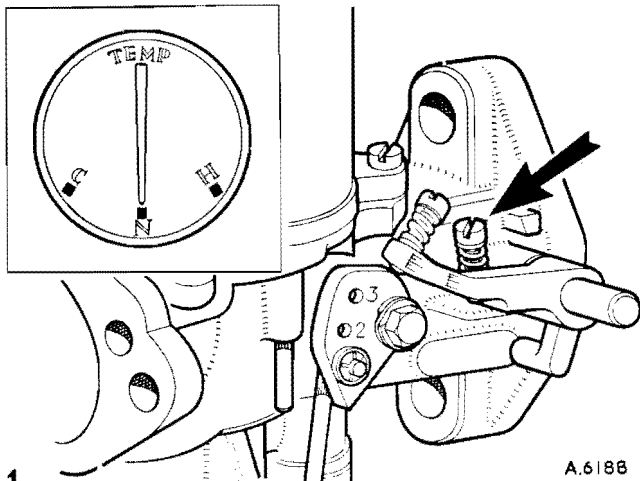
A 6180

3

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

TUNING

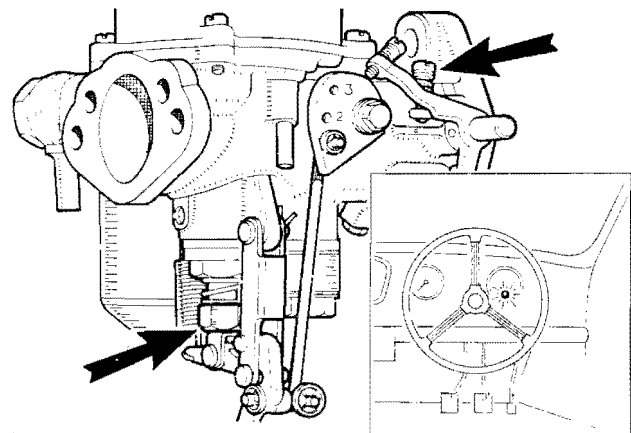
Single Carburettors



A.6188

1

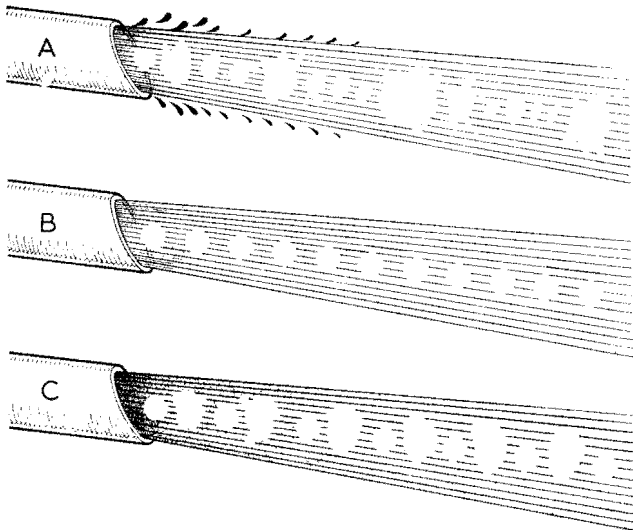
- A. Warm engine up to normal temperature.
- B. Switch off engine.
- C. Unscrew the throttle adjusting screw until it is just clear of the stop and the throttle is closed.
- D. Set throttle adjusting screw $1\frac{1}{2}$ turns open.



A.6191

4

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

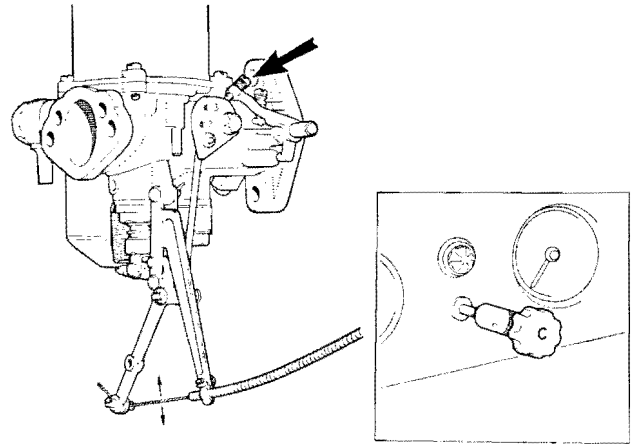


A 6192

5

The effect of mixture strength on exhaust smoke

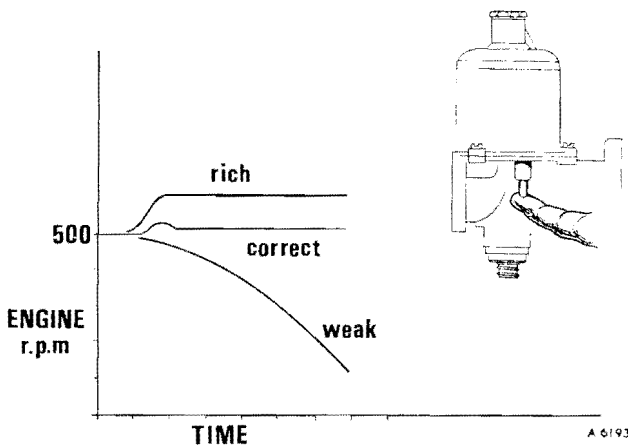
- A. TOO WEAK: Irregular note, splashy misfire, and colourless.
- B. CORRECT: Regular and even note.
- C. TOO RICH: Regular or rhythmical misfire, blackish.



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 carburetter jet and adjust the fast-idle screw to give an engine speed of about 1,000 r.p.m. when hot.

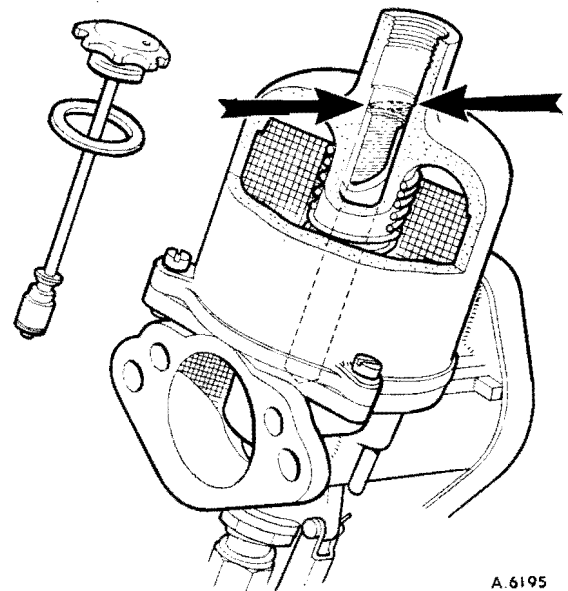


A 6193

6

- A. Check for correct mixture by gently pushing the lifting pin up about $\frac{3}{16}$ 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

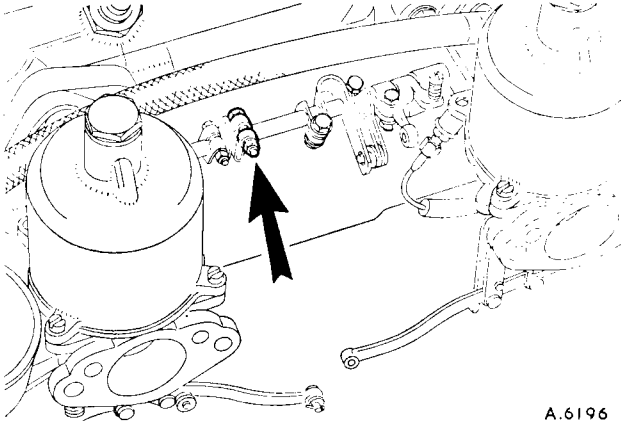
Finally top up the piston damper with thin engine oil grade S.A.E. 20 until the level is $\frac{1}{2}$ in. (13 mm.) above the top of the hollow piston rod.

Note

On dust-proofed carburetters, 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.

Multi Carburetters

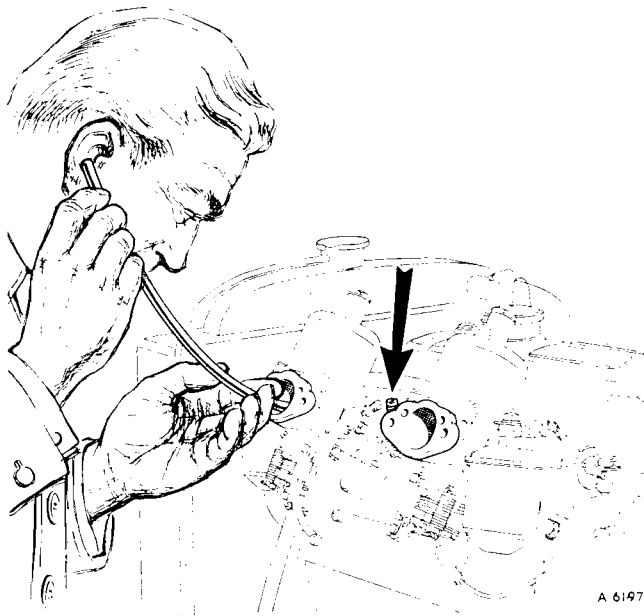
Remove the air cleaners and carry out item 1 as for single on all carburetters then:



A.6196

9

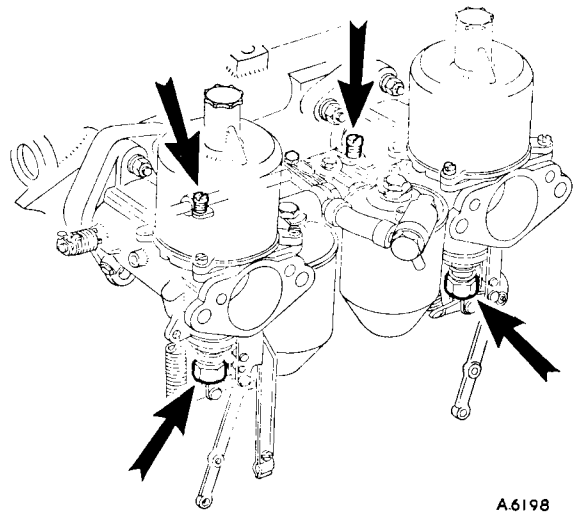
- A. Slacken one of the clamping bolts on the throttle spindle interconnections.
- B. Disconnect the jet control linkage by removing one or, in the case of triple carburetters, two of the linkage swivel pins.
- C. Carry out items 2 and 3 as for single carburetters, then additionally:



A.6197

10

- A. Restart the engine and adjust the throttle adjusting screws on each carburetter to give the desired idling speed of 500 to 600 r.p.m. as recommended by the vehicle manufacturer.
- B. Compare the intensity of the intake 'hiss' on all carburetters and alter the throttle adjusting screws until the 'hiss' is the same.



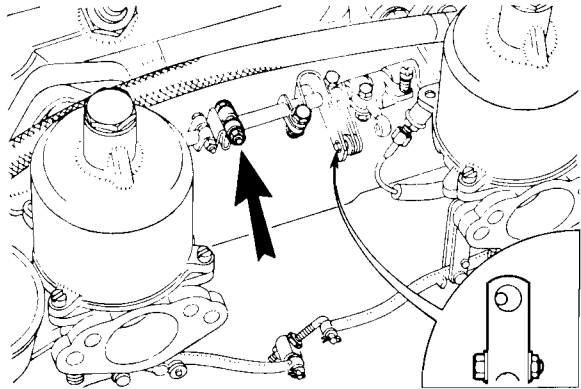
A.6198

11

- A. Turn the jet adjusting nuts on all carburetters up to weaken or down to richen the same amount until the fastest idling speed consistent with even running is obtained.
- B. Re-adjust the throttle adjusting screws to give correct idling if necessary.

12

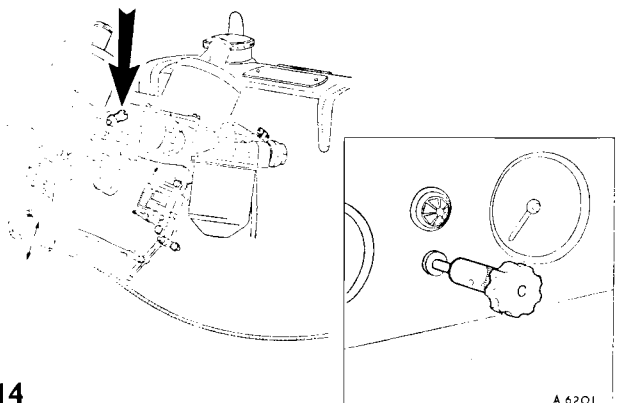
- A. Check for correct mixture by gently pushing the lifting pin of the front carburetter up $\frac{1}{32}$ in. (.8 mm.). See Graph on page 3 for the possible effect on engine r.p.m.
- B. Repeat the operation on the rear carburetter and after adjustment re-check the front carburetter since the two are interdependent.
- C. Item 5 shows the correct type of exhaust smoke.



A.6200

13

- A. Tighten the clamp bolt of the throttle spindle interconnections and set the link pin lever with the pin resting against the edge of the pick-up lever hole (see inset). This provides the correct delay in opening the front carburetter throttle disc.
- B. Re-connect the jet control linkage, so that both jets commence to move simultaneously.

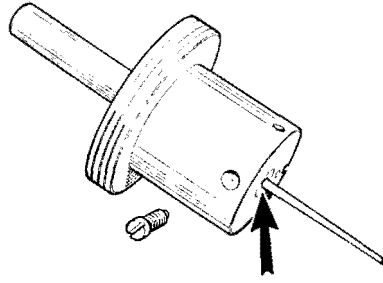
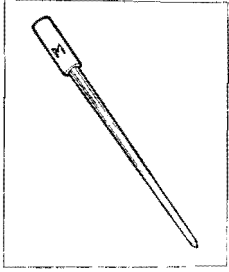


A.6201

14

- 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 levers.
- B. Pull the mixture control knob until the linkage is about to move the carburetter jets, and adjust the fast idle screw to give an engine speed of about 1,000 to 1,200 r.p.m. when hot.
- C. Refit the air cleaners and re-check for correct mixture as described in item 12.

Needle size and position



A 4207

6

The needle size is determined during engine development and will provide the correct mixture strength except under extremes of temperature, humidity, or altitude; e.g. a weaker needle will be necessary at altitudes exceeding 6,000 ft. (1800 m.). If modifications are made to the engine; (e.g. camshaft, compression ratio, air cleaner, or exhaust system) a different needle may be necessary to maintain performance.

- A. To check the needle fitted, remove the piston/suction chamber unit.
- B. Slacken the needle clamping screw, extract the needle, and check its identifying mark against the recommendation.
- C. Fit the correct needle and lock it in position so that the shoulder on the shank is flush with the piston base.
- D. Reassemble the piston/suction chamber unit.

Fault Diagnosis

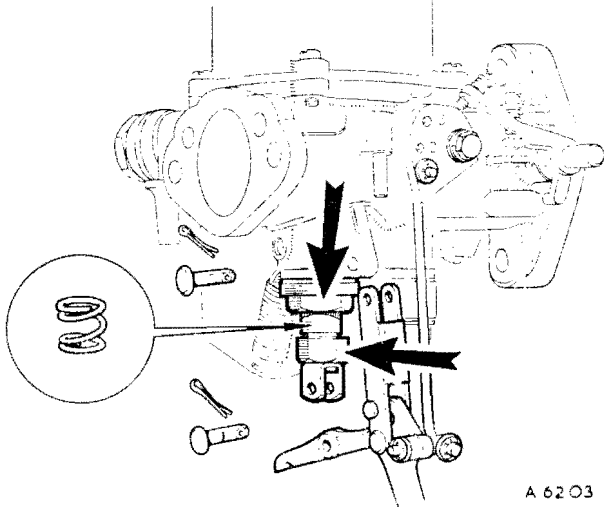
<i>Symptom</i>	<i>Cause</i>	<i>Remedy</i>	<i>Item No.</i>
Erratic running Stalling at idling Lack of power High fuel consumption	Sticking piston: Dirty piston and suction chamber Jet out of centre Bent needle	Clean Re-centre Fit new	18 15, 16, and 17 20
Too rich at idling Fuel leak	Jet gland leakage: Faulty top gland Dirt under top gland washer Faulty bottom gland	Fit new Clean Fit new	See Dismantling and Reassembly Leaflet
Float chamber or jet flooding	Incorrect fuel level Dirty or worn float chamber needle valve Punctured float	Check and reset level Clean or renew valve Fit new	19 See Dismantling and Reassembly Leaflet

SERVICING

Jet Centring

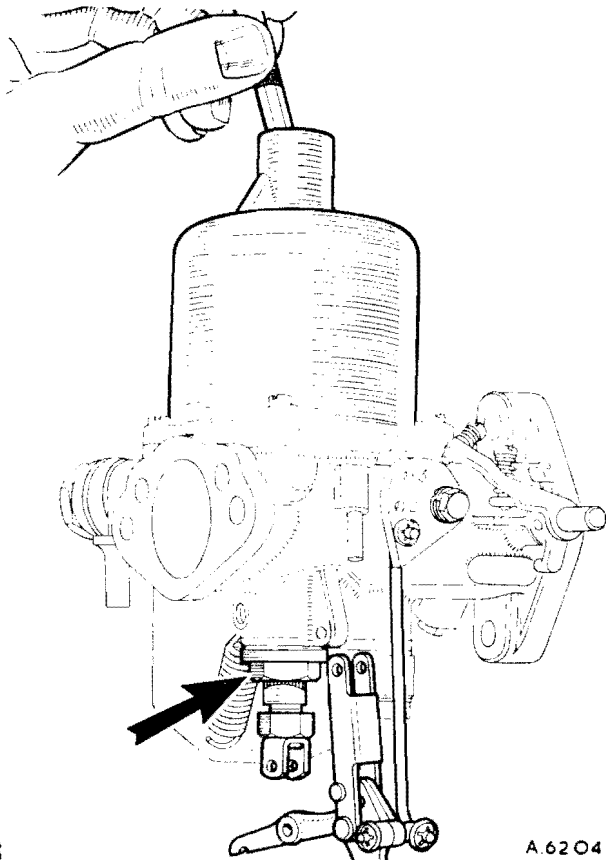
1

The piston should fall freely onto the carburettor bridge with a click when the lifting pin is released with the jet in the fully up position. If it will only do this with the jet lowered then the jet unit requires re-centring. This is done as follows:



2

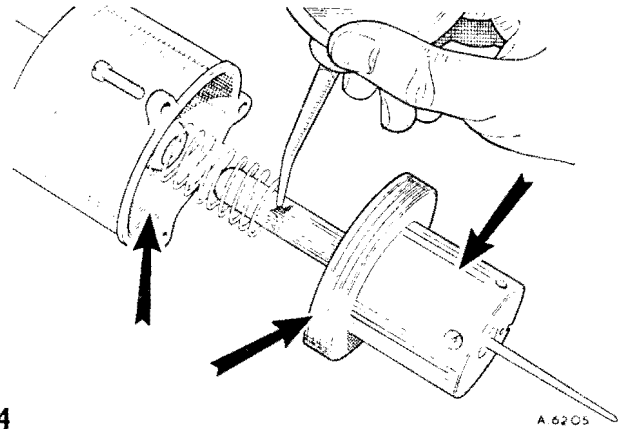
- Remove the jet control linkage and swing it to one side.
- Mark for reassembly and withdraw the jet, remove the jet locking spring, replace the adjusting nut and screw it up as far as it will go.
- Replace the jet, keeping the slot in the jet head in the correct relative position to the control.
- Slacken the **jet locking nut** until the assembly is free to rotate



3

- Remove the piston damper and apply pressure to the top of the piston rod with a pencil.
- Tighten the **jet locking nut** keeping the slot in the jet head in the correct position and the jet hard up against the adjusting nut.
- Finally check again as in items 15.
- Reassemble the controls.
- Refill the piston dampers with thin engine oil. (See item 8.)

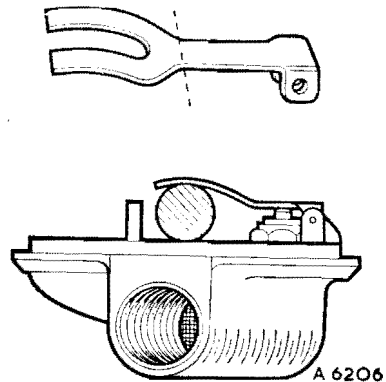
Cleaning



4

- At the recommended intervals mark for reassembly and carefully remove the piston/suction chamber unit.
- Using a petrol-moistened cloth, clean the inside bore of the suction chamber and the two diameters of the piston.
- Lightly oil the piston rod only and reassemble as marked.

Float Chamber fuel level



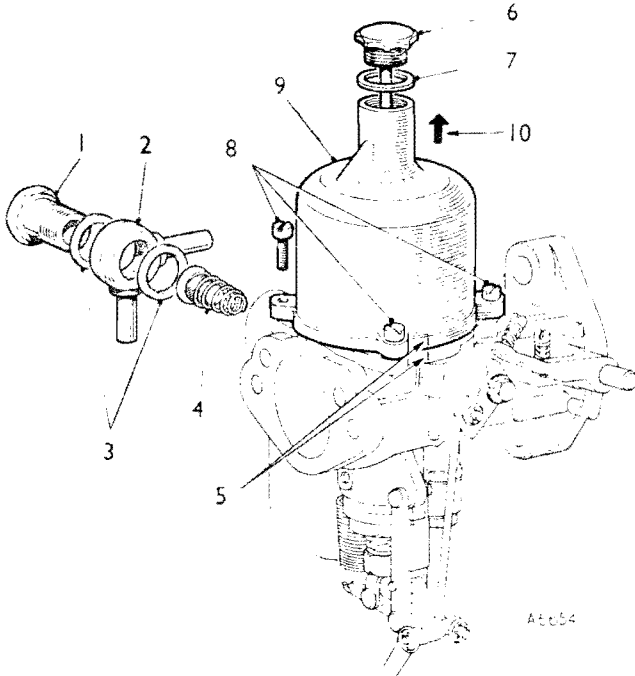
5

- Remove the float chamber lid and invert it.
- With the needle on its seating insert a $\frac{7}{16}$ in. (11 mm.) diameter round bar between the forked lever and the lip of the float chamber lid.
- The prongs of the lever should just rest on the bar, if not, carefully bend the lever until they do.

DISMANTLING

7

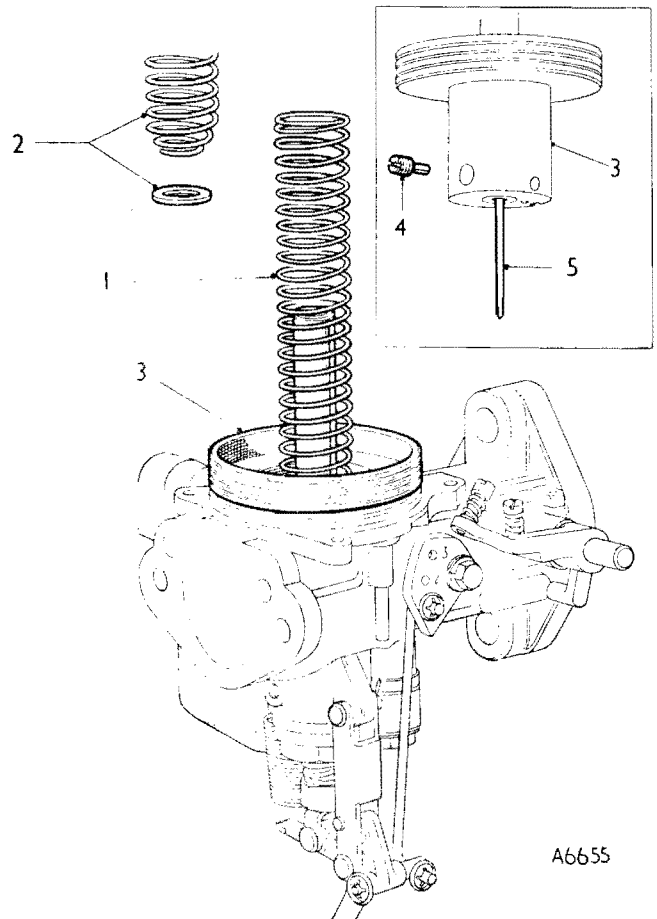
- A. Thoroughly clean the outside of the carburettor.
- B. Remove the banjo bolt, banjo union and fibre washers. Extract the filter and spring assembly from inside the inlet of the float-chamber lid.
- C. Mark the relative positions of the suction chamber and the body.
- D. Remove the damper and its washer. Unscrew the chamber retaining screws.
- E. Lift off the chamber without tilting it.



- 1. Banjo bolt.
- 2. Banjo union.
- 3. Fibre washers
- 4. Filter assembly.
- 5. Marks for replacement.
- 6. Damper.
- 7. Washer for damper.
- 8. Suction chamber retaining screws.
- 9. Suction chamber.
- 10. Direction of removal.

8

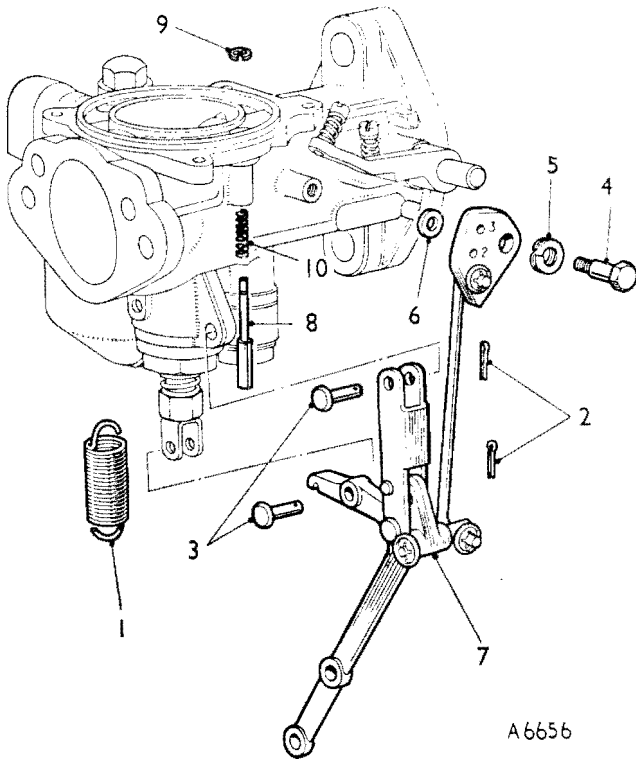
- A. Remove the piston spring and washer (when fitted).
- B. Carefully lift out the piston assembly and empty the damper oil from the piston rod.
- C. Remove the needle locking screw and the needle. If the needle cannot be easily removed, first tap it inwards and then pull it out: do not bend it.



- 1. Piston spring.
- 2. Alternative spring and washer.
- 3. Piston assembly.
- 4. Needle locking screw.
- 5. Needle.

9

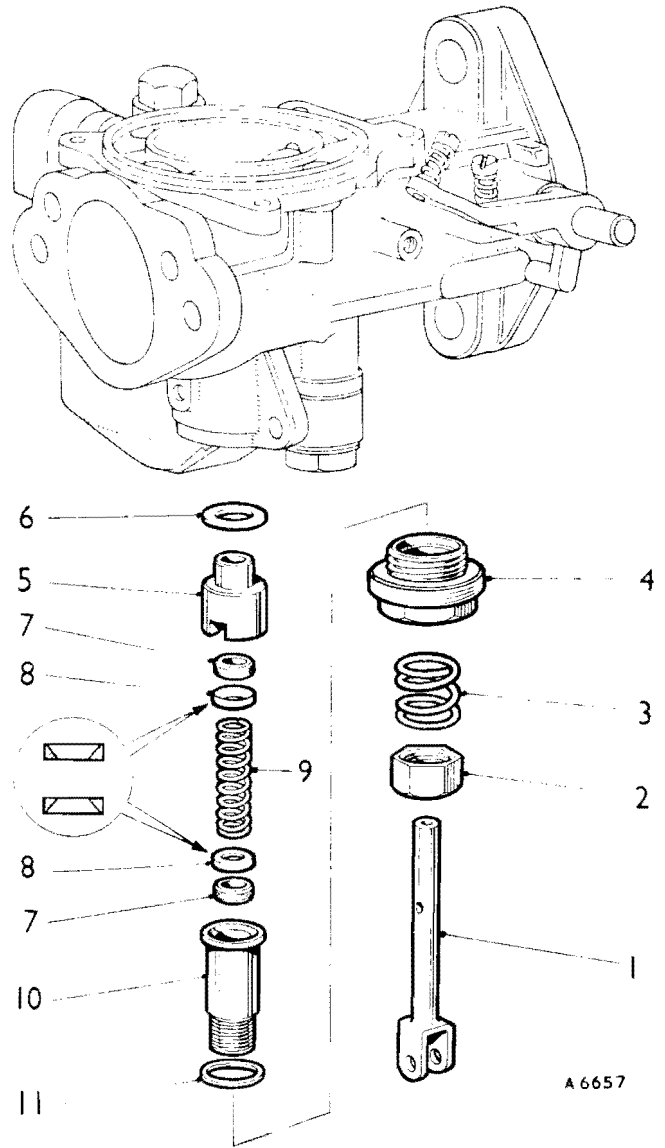
- A. Unhook the lever return spring. Remove the split pins and clevis pins.
- B. Remove the fast-idle cam pivot bolt. Note the positions of the double-coil spring washer and the aluminium spacing washer.
- C. Detach the linkage assembly.
- D. Press up the piston lifting pin, extract the circlip from its groove and withdraw the pin and its spring downwards.



- | | |
|--------------------------|------------------------|
| 1. Lever return spring. | 6. Spacing washer. |
| 2. Split pins. | 7. Lever assembly. |
| 3. Clevis pins. | 8. Piston lifting pin. |
| 4. Cam plate pivot bolt. | 9. Circlip for pin. |
| 5. Spring washer. | 10. Spring for pin. |

10

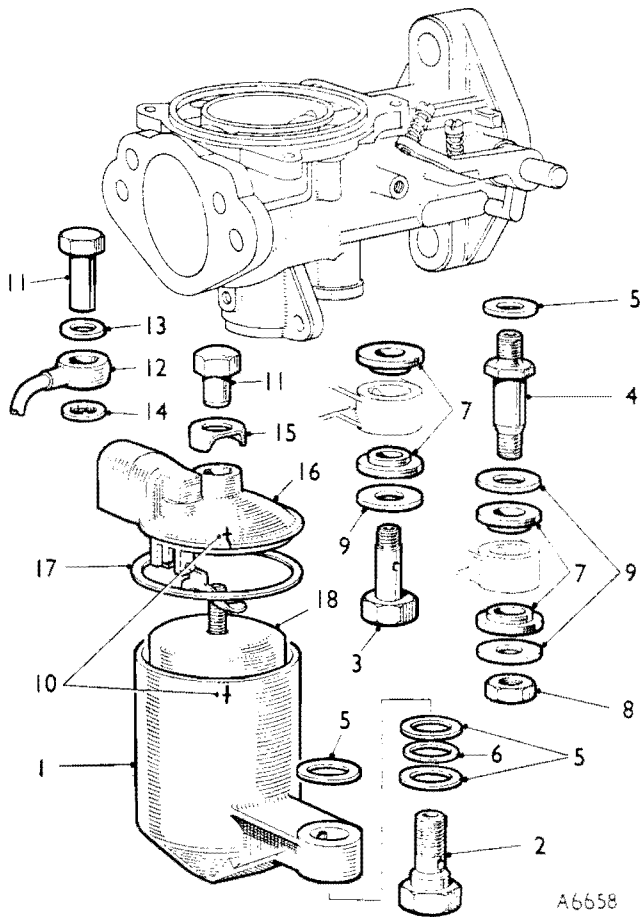
- A. Withdraw the jet downwards.
- B. Detach the jet adjusting nut and spring.
- C. Unscrew the jet locking nut and withdraw the assembly carefully.
- D. Lift off the upper jet bearing and copper washer. From inside the bearing extract the gland and brass gland washer.
- E. Remove the gland spring and withdraw the lower jet bearing from the jet locking nut. Note the brass washer under the shoulder of the bearing. Extract the gland and brass gland washer from inside the bearing. Do not disturb the jet locking nut cork washer



- | | |
|-------------------------------------|-------------------------------------|
| 1. Jet. | 7. Gland packing. |
| 2. Jet adjusting nut. | 8. Gland washer. |
| 3. Spring for nut. | 9. Gland spring. |
| 4. Jet locking nut. | 10. Lower jet bearing. |
| 5. Upper jet bearing. | 11. Brass washer for lower bearing. |
| 6. Copper washer for upper bearing. | |

11

- A. Remove the screw retaining the stay to the carburettor body (when fitted). Remove the bolt or nut retaining the float-chamber to the body. Note the positions of the three fibre washers and the brass washer, or alternatively, the position of the rubber grommets and steel washers.
- B. Mark the relative position of the float-chamber and lid. Unscrew the central nut and remove the drain pipe and washers; the stay, washer and cover cap, or the cover cap alone, as is fitted to the individual carburettor. Note the relative positions of the washers and other components. Lift off the lid, noting the gasket between the lid and the chamber.
- C. Invert the float-chamber to remove the float.

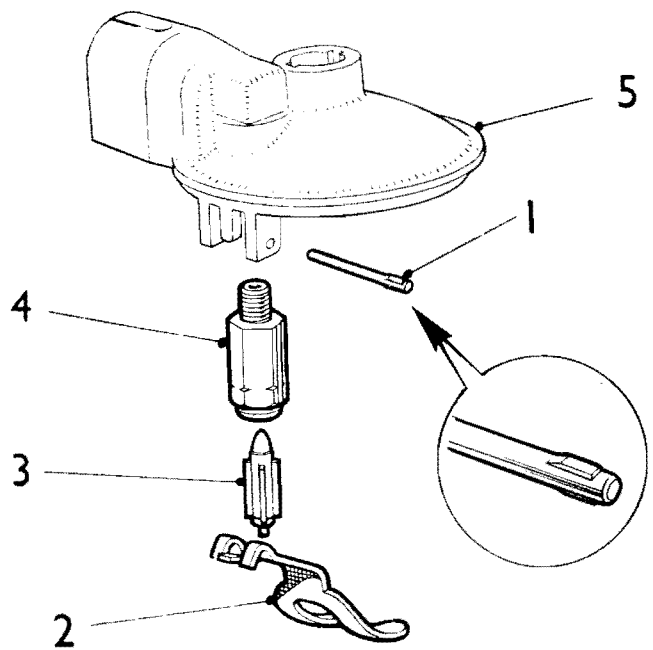


- | | |
|----------------------------------|----------------------------|
| 1. Float-chamber. | 10. Marks for replacement. |
| 2. Float-chamber retaining bolt. | 11. Central nut. |
| 3. Float-chamber retaining | 12. Drain pipe. |
| 4. bolts (alternative). | 13. Washer for nut. |
| 5. Fibre washer. | 14. Fibre washer. |
| 6. Brass washer. | 15. Cover cap. |
| 7. Rubber grommet (alternative). | 16. Float-chamber lid. |
| 8. Nut (alternative). | 17. Lid gasket. |
| 9. Steel washer (alternative). | 18. Float. |

A6658

12

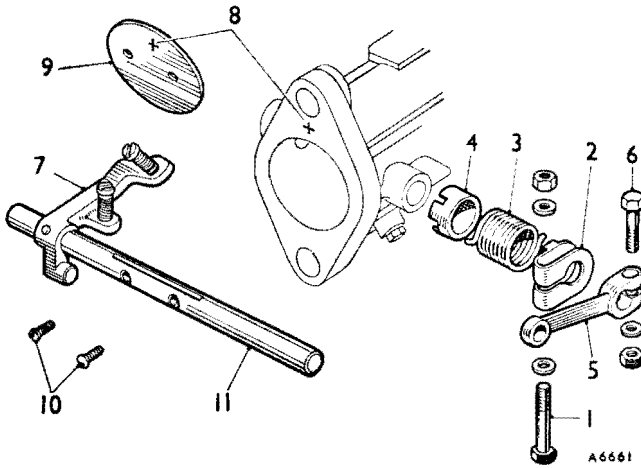
- A. Push out the hinge pin for the hinged lever from the end opposite to its serrations and detach the lever.
- B. Lift out the needle from its seating and unscrew the seating from the lid using a box spanner $\cdot 338$ in. (8.58 mm.) across the flats. Take great care not to distort the seating.



A6659

- | | |
|------------------|-----------------------|
| 1. Hinge pin. | 4. Seating. |
| 2. Hinged lever. | 5. Float-chamber lid. |
| 3. Needle. | |

- A. Slacken the return spring clip bolt and remove the clip, spring, and return spring plate (when fitted). If a clamp-type operating lever is fitted, slacken the clamping bolt and remove the lever.
- B. Close the throttle and mark the position of the throttle disc.
- C. Unscrew the two disc retaining screws.
- D. Open the throttle and ease out the disc from its slot in the throttle spindle. The disc is oval and will jam if not withdrawn carefully.
- E. Withdraw the spindle from the carburettor body.



- | | |
|-----------------------------|---------------------------|
| 1. Return spring clip bolt. | 7. Fixed lever. |
| 2. Clip. | 8. Marks for replacement. |
| 3. Return spring. | 9. Throttle disc. |
| 4. Plate for spring. | 10. Retaining screws. |
| 5. Operating lever. | 11. Throttle spindle. |
| 6. Lever clamping bolt. | |

Note

Before reassembly all components must be examined for damage and/or wear. Unserviceable components must be renewed.

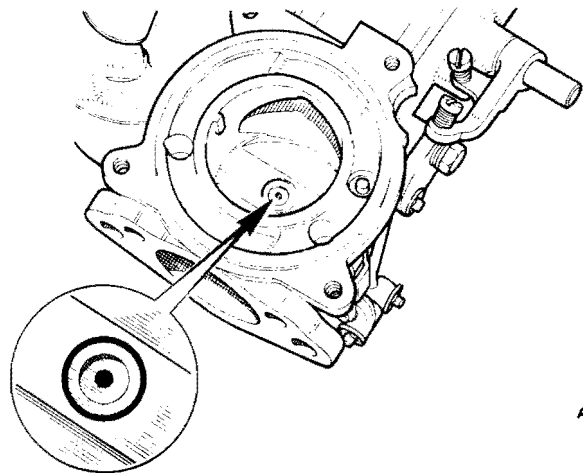
REASSEMBLING

14

- A. Check the throttle spindle and its bearings in the carburettor body for wear or scoring. Renew any parts as necessary.
- B. Refit the spindle to the body, ensuring that the fixed operating arm is in its correct position.
- C. Slide the throttle disc into its slot in the spindle until the two securing screws can be entered. Use two new screws.
- D. Manoeuvre the disc until it is a snug fit in the body with the throttle closed. Check the fit visually, and tighten the screws fully. Spread the split ends of the screws just sufficient to prevent turning.

15

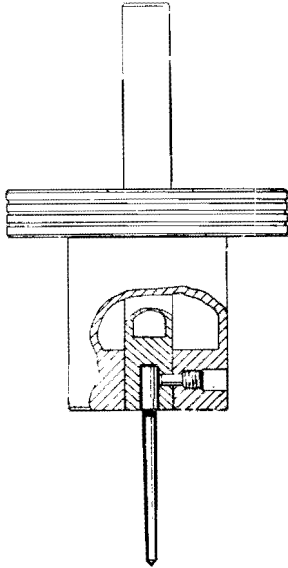
- A. Examine the gland packings for compression and wear. Check the jet for ovality and security of its fork. Renew parts as necessary.
- B. Reassemble the jet assembly in the reverse order to dismantling. Ensure that the washer is under the shoulder of the lower jet bearing, that the coned faces of the gland washers face towards the gland packing, and that the copper washer is fitted with its sharp edge towards the upper jet bearing.
- C. Refit the assembly to the carburettor body but leave the jet locking nut slack.
- D. When the jet is correctly centred, see illustration, it may appear offset from the centre of the jet bearing drilling.



A.6189A

16

- A. Examine the piston assembly for damage to the piston rod and the outside surfaces of the piston. Check the piston key for security in the carburettor body. The piston must be scrupulously clean. Use petrol or methylated spirits. **Do not use abrasives.**
- B. Examine the needle for damage or signs of wear. Refit the needle to the piston. The shoulder should be level with the face of the piston rod. See illustration. Fit and tighten the locking screw. Fit the piston assembly to the suction chamber, invert the complete assembly and spin the piston to check for concentricity of the needle.
- C. Refit the piston assembly to the carburettor body, taking care not to damage the needle.
- D. Replace the washer (when fitted) and piston spring in position over the piston rod.



A 6660

The shoulder must be flush with the bottom face of the piston rod

17

- A. Clean inside the suction chamber and the piston rod guide using petrol or methylated spirit.
- B. Lightly oil the outside of the piston rod, and refit the suction chamber in its original position as marked on dismantling.
- C. Fit and tighten the securing screws.
- D. Centralize the jet (see item 1).
- E. Refit the damper and washer. Do not fill with oil at this stage.

18

- A. Examine the float needle and seating; renew if faulty.
- B. Refit the seating to the float-chamber lid, taking care not to distort or overtighten. Put the needle into the seating, coned end first. Test for leakage with air pressure.
- C. Refit the hinged lever and hinge pin.
- D. Check the float level (see item 5).

19

- A. Examine the float-chamber lid gasket; renew if necessary.
- B. Check the float for damage or puncturing; renew if necessary.
- C. Refit the float to the chamber. Fit the lid and gasket in its

original position as marked. Replace the cover cap and nut cover cap, stay, washer and nut; or drain pipe, washers and nut, as appropriate to the carburettor. Do not overtighten.

- D. Refit the float-chamber assembly to the carburettor body. Ensure that the fibre washers or rubber grommets are in good condition. Check that the washers are in their correct positions. Insert the rubber grommets in the float-chamber banjo and then push the bolt through them (when fitted).
- E. Insert the filter assembly, spring end first, and refit the banjo and bolt together with the fibre washers. Note that the recessed face of the banjo fits towards the hexagon end of the bolt.

20

- A. Refit the return spring plate, return spring and return spring clip to the throttle spindle. Tension the spring by turning the clip on the spindle and tighten the clip pinch-bolt. Refit the operating lever, and tighten the clamping bolt.
- B. Refit the linkage assembly; use new split pins. Ensure that the distance washer and double-coil spring washer are in their correct positions in relation to the fast-idle cam.

