

Illus #	Description	Part #
1	Carburettor Assembly - front	
2	Body Assembly	
3	Pin - piston lifting	
4	Spring- pin	
5	Circlip- pin	
6	Union- auto ignition	
7	Chamber and piston assembly	
8	Screw-needle locking	
9	Cap and damper	
10	Washer (fibre)	AUC 4900
11	Spring- piston-red	
12	Screw-chamber to body	
13	Washer-top bearing	AUC 2122
14	Bearing- top	
15	Washer- gland (cork)	AUC 2120
16	Washer- cup (brass)	AUC 3307
17	Spring - gland	AUC 3248
18	Jet- thermo	included
19	Bearing- bottom	
20	Washer- bottom bearing	AUC 3233
21	Screw- adjusting	
22	Ring- sealing (cork)	AUC 2118
23	Ring- sealing (aluminum)	
24	Nut- jet sealing	
25	Washer- end cap	AUC 3159
26	Cap- end	
27	Needle- jet	
28	Spindle- throttle	
29	Disc- throttle	
30	Screw- disc	
31	Lever- throttle stop	
32	Screw- adjusting	
33	Spring- screw	
34	Pin- taper	
35	Lever- throttle stop	
36	Bolt- lever	
37	Washer- spring	
38	Nut- bolt	
39	Chamber- float	
40	Bolt- banjo	
41	Washer (Fibre)	AUC 5027
42	Washer (Brass)	AUC 5026
43	Washer (Fibre)	AUC 2130
44	Float	
45	Lid- float chamber	
46	Gasket- lid	AUC 1147
47	Float Needle and seat	6151
48	Lever- hinged	
49	Pin- hinge	AUC 1152
50	Pin- hinge	AUC 1152
51	Nut- cap	
52	Washer (aluminum)	AUC 1557
53	Washer (fibre)	AUC 1928
54	Bolt- banjo	
55	Washer (fibre)	AUC 2141
56	Filter	
57	Body- thermo	
58	Jet- accelerator	
59	Needle-	
60	Spring- needle- green	
61	Shield- dust	
62	Finger- spring	
63	Screw- fixing	
64	Washer- spring	
65	Solenoid Assembly	
66	Plunger and valve	
67	Spring - conical	
68	Plate- spring locating	
69	Cap- end	
70	Strap- securing	
71	Screw- clamping	
72	Casting- pipe	
73	Bolt- casting to thermo body	
74	Washer (fibre)	AUC 2141
75	Washer (fibre)	AUC 4753
80	Washer (fibre)	AUC 4751

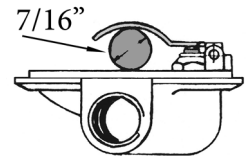
Note\* Part Numbers listed ^ are included in rebuild kits

# "Parts for the Solution"



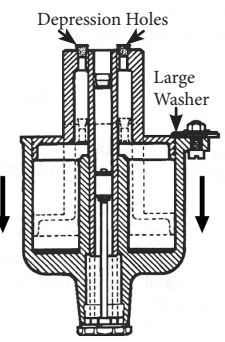
Replacement Parts For SU & Zenith Carburetors

### FLOAT CHAMBER FUEL LEVEL



(A) Remove the float chamber lid and invert it.  
 (B) With the needle on its seating insert a 11.0mm (7/16") diameter round bar between the forked lever and the lip of the float chamber lid.  
 (C) The prongs of the lever should just rest on the bar. If not, carefully bend the lever till they do.

### PISTON DROP TIMES



On 1 1/4" carburetors the drop time is 3-5 seconds. All larger carburetors have a drop time of 5-7 seconds. Thoroughly clean the piston, dashpot chamber, and plug depression transfer holes. Fit nut, bolt & large flat washer to one dashpot securing flange & measure time piston takes to move length of chamber.

Typical S.U. H Type Carburetor -Thermo

# HELPFUL HINTS for H TYPE THERMO CHOKE CARBURETORS

When undertaking the repair and rebuilding of S.U. Carburetors, you have to remember that the units you wish to repair are at least 30 years old, and possibly as much as 50. It would be naïve to think that you are the first person to disassemble these units; many of these units have been worked on by knowledgeable people as well as by people who have no experience. You should have at hand the diagram enclosed with this kit as well as a factory shop manual. In the case of multiple carburetor installations, take one apart at a time so that you may have some reference when reassembling.

Cleaning the carburetor requires solvent usually found in local auto parts stores, and sometimes a mild abrasive. *Scotchbrite* brand nylon scrub pads work well. DO NOT USE SAND PAPER OR GLASS BEAD on any of the piston and dome assembly. These are critical fit components; it is best not to introduce any abrasive into the carb as you will regret it.

When assembling any carburetor, be sure to oil the threads of any and all screws.

The thermo jet does not have a cork seal at its base, subsequently when you remove the jet cap (AUC 3160), there will be a fuel leak. The cap is the bottom seal, be sure to put fiber washer (AUC 3159) in the cap, and snug cap well; otherwise, these will fall off.

The mixture adjusting screw is hollow. When cleaning, make sure it is free of debris.

The Start carb body is only a series of tubes and air passages. If you are getting fuel coming out of this unit, the problem lies with the float chamber that it is attached to (bad float, bad needle and seat, incorrect float level).

**THROTTLE SHAFT WEAR:** Remove all shaft springs, open butterfly about 30% and wiggle in the 2 o'clock to 7 o'clock direction; if movement seems excessive, new throttle shafts are needed as worn shafts affect mixture and idle. The factory said 2.5 thousandths inches was minimum clearance.

Inspect floats for signs of leakage. Brass floats get vertical stress cracks which are visible. Plastic ones wear out their pivot points.

**FLOAT FORKS:** There were changes in float fork configuration. There are two types of forks: (1) ones that have folded pivot tangs with a hole drilled for the pivot pin (AUC 1980/AUC 1981), made of steel and plated; (2) there also is a stainless steel fork where the pivot end looks like the tines of a fork (AUD 2285/AUD 2299). They ARE NOT interchangeable. AUC 1980 fit bowl covers with a short pedestal (AUC 1160, 1161, 4260, 4261 etc.). Height of pivot hole on pedestal from gasket face to center of hole is approx .220".

The AUD 2285 fits "tall" pedestal. Those covers' (AUD 2283, 2284 and others) pedestal height is approx .325". While forks and covers are not interchangeable individually, whole cover & fork assemblies are interchangeable as a unit. They all take the same needle and seat. The low pedestal covers are most common pre-war up to the mid 1960's, the tall ones are later, and are currently supplied as replacements. There are other part numbers of covers out there too numerous to list.

**FILLING THE DAMPER:** For the proper operation of the carburetor, you must fill the hollow steel tube attached to the piston. This acts as a shock absorber (pre-war carbs do not have a hollow tube) and smoothes the piston rise. You can use official SU damper oil, or in warm seasons use motor oil (10/40 or 20/50), and in the cold season use automatic transmission oil. You can also experiment. Fill tube halfway. If you overfill slightly, do not worry.

**FUEL LEAKAGE:** You are the first line of defense! If you see a leak or smell gas, stop and investigate.

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