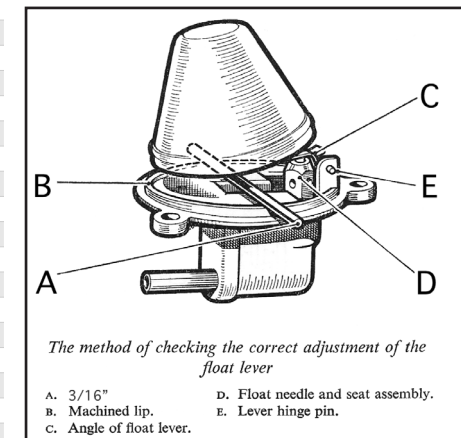


Illus #	Description	Part #
1	Carburetor Assembly - front	
2	Body	
3	Pin -piston lifting	
4	Spring -pin	
5	Circlip -pin	
6	Chamber & Piston Assembly	
7	Screw -needle locking	
8	Cap & damper	
9	Washer (black fibre)	AUC 4900
10	Spring -piston-red	
11	Screw -chamber to body	
12	Jet Assembly	included
13	Nut	
14	Washer	
15	Gland (viton)	
16	Ferrule	
17	Bearing -jet	
18	Washer -jet bearing (brass)	AUC 8478
19	Screw -jet locking	
20	Spring -jet locking	
21	Screw -jet adjusting	
22	Needle	
23	Chamber -float	
24	Washer -support	
25	Grommet (viton)	included
26	Washer (viton)	AUC 1318
27	Washer -plain	
28	Bolt -float chamber fixing	
29	Lid -float chamber	
30	Float	
31	Pin -hinge	AUC 1152
32	Needle & Seat	6151
38	Gasket -lid	AUC 8459
39	Screw -lid	
40	Washer -spring	
41	Spindle -throttle	
42	Disc -throttle	
43	Screw -disc	
44	Lever -throttle return	
45	Lever -lost motion	
46	Washer -spacing	
47	Nut -lever	
48	Washer -tab	AUC 1206
49	Screw -throttle stop	
50	Spring -screw	
51	Lever and link -pick-up	
52	Screw -link to lever	
53	Lever -cam	
54	Spring -pick-up lever	
55	Spring -cam lever	
56	Bolt -pivot	
57	Tube -pivot bolt	
58	Washer -spring	
59	Washer -distance	



Typical S.U. HS Carburetor - Manual Choke

"Parts for the Solution"
BRITISH SUPERIOR
 Replacement Parts For SU & Zenith Carburetors

HELPFUL HINTS for HS TYPE 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 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.

Do not kink the nylon jet tube.

When cleaning the float bowl, be sure to remove all the old seal (AUD 2194) before installing jet tube.

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.

There are 5 different HS Floats:

- Conical plastic with a stepped steel tab going to the pivot.
- Conical ALL plastic, including pivots. Interchangeable with above float.
- Nitrophenyl (foam) with a steel arm. Interchangeable with above.
- All brass free floating (2 different float forks - NOT INTERCHANGEABLE).
- Flat steel arm conical plastic float.

(This is NOT interchangeable with the other 3 floats. SU changed this in the mid 1960's. Using incorrect ones give inaccurate float levels. You either have to change or machine the covers.)

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.