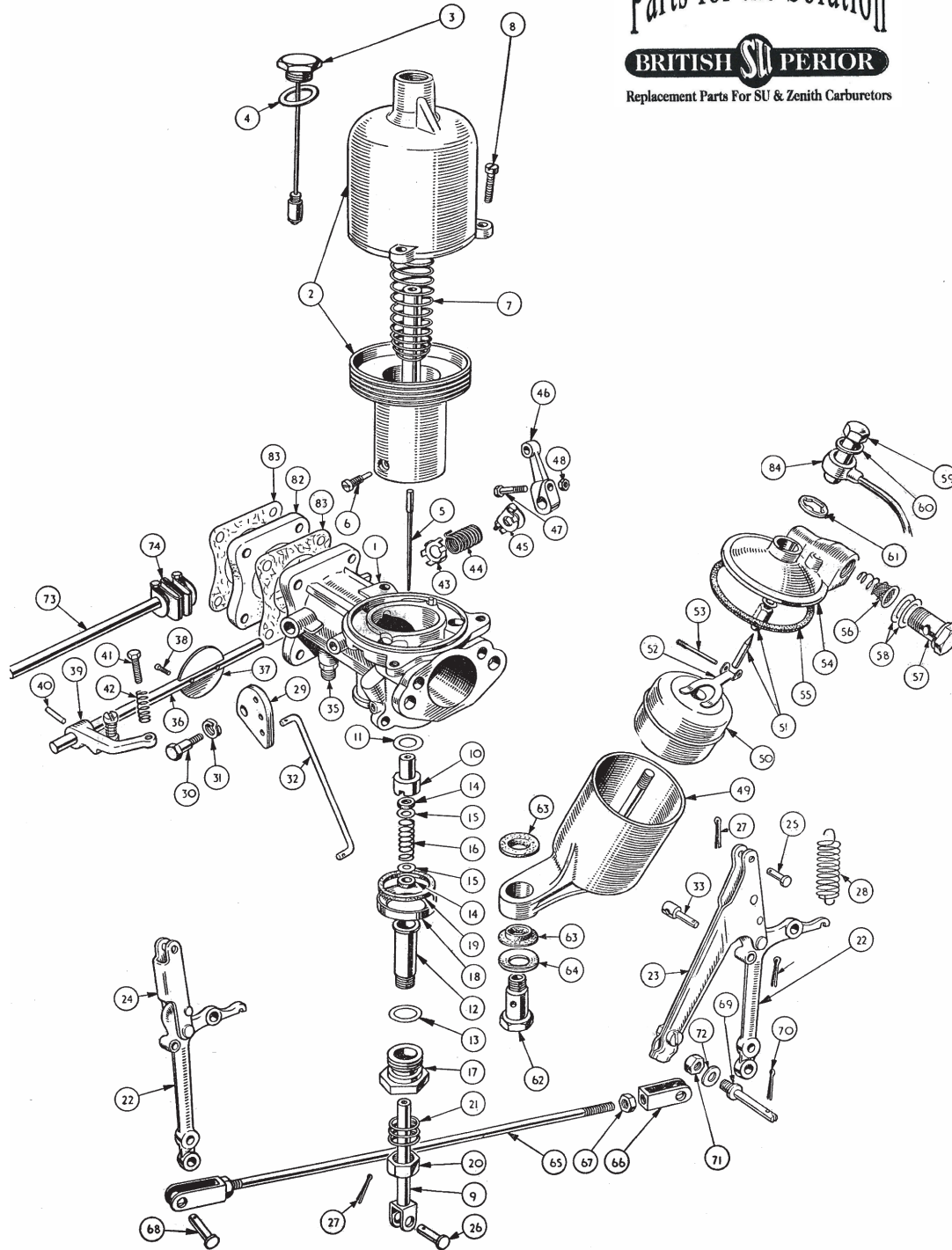


"Parts for the Solution"

BRITISH SUPERIOR

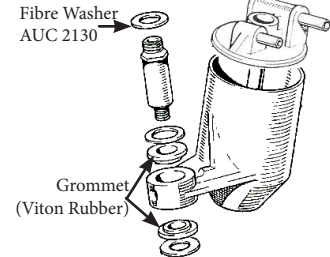
Replacement Parts For SU & Zenith Carburetors



Illus #	Description	Part #
1	BODY ASSEMBLY, CARBURETOR	
2	SUCTION CHAMBER & PISTON ASSY	
3	Damper, assembly	
4	Washer, (black fibre)	AUC 4900
5	Metering Needle	included
6	Screw, jet locking	
7	Spring, piston	
8	Screw, suction chamber to body	
9	JET	included
10	Bearing, jet, top half	
11	Washer, (copper) between top half bearing & body)	AUC 2122
12	Bearing, jet, bottom half	
13	Washer, (copper) between bottom half bearing & sealing nut	AUC 3233
14	Washer, gland (cork)	AUC 2120
15	Washer, gland (brass)	AUC 2119
16	Spring, between gland washers	AUC 1158
17	Nut, sealing, jet adjusting	
18	Ring, sealing, between sealing nut & body	
19	Washer, (cork), in sealing ring	AUC 2118
20	Nut, jet adjusting	
21	Spring, between adjusting nut & sealing nut	
22	JET LEVER	
23/24	Link, jet lever	
25	Pin, pivot link to body & lever	
26	Pin, pivot lever to jet	
27	Pin, split, retaining pivot pin	Cotter Pin
28	Spring, jet lever return	
29	Cam, front carb	
30	Bolt, pivot cam to carburetor	
31	Washer, spring on bolt	
32	Rod, link, cam to front jet lever	
35	Union, ignition, front carburetor	
36	THROTTLE SPINDLE	
37	Disc, throttle	
38	Screw, disc to spindle	
39	Stop, throttle	
40	Pin, taper, stop to spindle	
41	Screw, adjusting stop	
42	Spring, adjusting screw	
43	Plate, anchor, spindle return spring	
44	Spring, return throttle spindle	
45	Clip, end, throttle spindle	
46	Lever, throttle	
47	Bolt, lever to spindle	
48	Nut/Washer, locking bolt	
49	FLOAT CHAMBER	
50	Float	
51	Needle and Seat	6151
52	Lever, hinged, float needle	
53	Pin, hinged lever	AUC 1152
54	Lid, float chamber	
55	Gasket, lid, float chamber	AUC 1147
56	Filter, fitted in lid	
57	Bolt, banjo, over filter	
58	Washer, (fibre), on banjo bolt	AUC 2141
59	Nut, cap, lid to float chamber	
60	Washer, (aluminum), on cap nut	AUC 1557
61	Washer, (fibre), serrated, on cap nut	AUC 1928
62	Bolt, hold up, float chamber to carb. body	
63	Grommet, (viton rubber), hold up bolt	AUC 1534
64	Washer, hold up bolt	
65	JET CONTROL CONNECTING ROD	
66	Fork-end on rod	
67	Nut, locking fork-end on rod	
68	Pin, joint, fork-end to rear jet lever	
69	Pin, joint, threaded fork-end to front jet lever	
71	Nut, throttle cable to threaded joint pin	
72	Washer, plain, under nut	
73	THROTTLE SPINDLE CONNECTING ROD	
74	Coupling, folding connecting rod to throttle spindle	
82	SPACER BLOCK, BTWN CARB & MANIFOLD	
83	GASKET, FLANGE	included
84	CARBURETOR OVERFLOW PIPE	

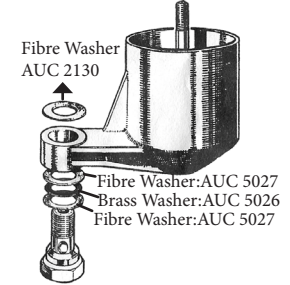
*PART # LISTED ABOVE ^ INCLUDED IN REBUILD KIT.

FLOAT BOWL MOUNT: A



*Fibre Washer & Rubber Grommets Included in Rebuild Kit

FLOAT BOWL MOUNT: B

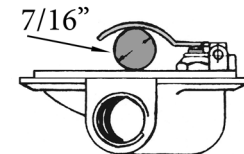


* Fibre & Brass Washers Included in Rebuild Kit.

FLOAT BOWL MOUNT: C

← See Illustration

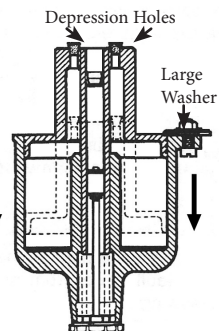
FLOAT CHAMBER FUEL LEVEL



(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.

-If you have a vented dome then you must put non-vented damper into chamber to correctly count the drop time, otherwise piston will be very "fast".

Revised 08/15

Typical S.U. Carburettor - H Type (Manual Choke)

HELPFUL HINTS for H TYPE MANUAL 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 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 use of a mild abrasive pad. *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.

When cleaning the inside of the lower jet bearing (AUC 3231), be sure to get out all of the old seal support (AUC 2119) and the cork seal. Many times there are 2 stacked in the same area; this causes fuel leaks.

Oil the cork seals before assembly.

When operating the choke arms, the jet tube must move freely. When the choke is in the off position, the fork at base of jet must rest firmly onto the mixture adjusting nut (AUC 2121).

Large nut AUC 3232 controls both jet centering and smoothness of choke operation and fuel leakage. This nut must do all those and be tight

There are 3 different types of H type float bowl mounts. Look at diagram on opposite side of page to see correct assembly.

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, and also have bad solder seams. Submerge float in very hot water and look for bubbles (no open flames).

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 inches. The AUD 2285 fits "tall" pedestal; those covers' (AUD 2283, 2284 and others) pedestal height is approx .325 inches. 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.