

Service Sheet No. AUC 9791
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THE



CARBURETTER

INSTRUCTIONS

for replacing Polytetrafluoroethylene (P.T.F.E.)
bushes in throttle spindle bores

MANUFACTURED

by

THE S.U. CARBURETTER COMPANY LIMITED

Proprietors: MORRIS MOTORS LIMITED

WOOD LANE • ERDINGTON • BIRMINGHAM 24

TELEPHONE: ERDINGTON 7371 (9 lines)

TELEGRAMS: CARBURFLEX, BIRMINGHAM



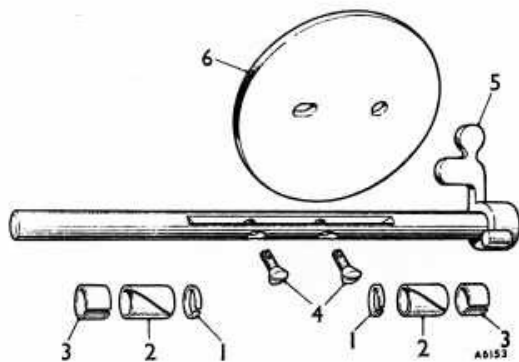


Fig. 1. The component parts of the throttle spindle assembly

NOTES:

The illustrations and clearance setting given apply to HD type carburetters, the method of fitting P.T.F.E. bushes may however be applied to other types of S.U. carburetter, where these bushes are fitted on the original specification.
New P.T.F.E. bushes will need to be formed by hand into the cylindrical shape illustrated as item (2).

1. Slide one of the large spring clips (3) (Fig. 1) along the throttle spindle until it is approximately $\frac{1}{2}$ in. (6 mm.) from the throttle stop (5) (Fig. 2). Insert a P.T.F.E. bush (2) into each spindle aperture from inside the carburetter bore and then feed the throttle spindle through from the throttle stop side, rotating the spindle gently and keeping the bush within the body (see Fig. 2).
2. Place the two smaller spring clips (1) (Fig. 3) on the inserted end of the spindle and feed the spindle into the opposite bush. This must be done gently so as to prevent the bushes from being pushed out of position (a piece of tubing that will just fit over the spindle will help to keep the second bush in place.) When the disc slot in the spindle is central, separate the smaller clips (1) (Fig. 3) and position them so that their gaps are at 90° to the disc slot, then slide the clips

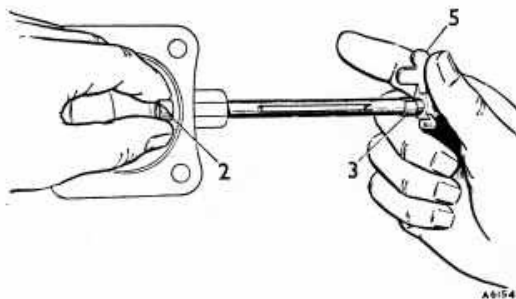


Fig. 2. Inserting the throttle spindle into the P.T.F.E. bush

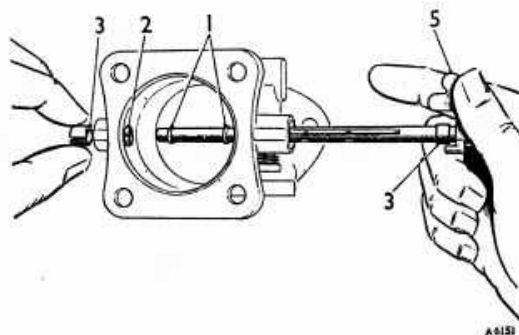


Fig. 3. The small clips (1) fitted to the throttle spindle

outwards until they are concealed in the body casting, one each side. Slide the remaining large clip (3) over the throttle spindle end.

3. Rotate the throttle spindle to the fully open position and insert the throttle disc (6) (Fig. 1), ensuring that the chamfered edges slope in the correct direction (see Fig. 4). Close the throttle and screw in the two disc securing screws (4) (Fig. 1) just tight enough to prevent the disc from moving.
4. Centralize the disc by snapping the throttle shut several times, then, allowing $\cdot 015$ to $\cdot 030$ in. ($\cdot 4$ to $\cdot 8$ mm.) clearance between the stop lever and body (A) (Fig. 4), fully tighten the disc screws and spread their ends. Finally check that the gaps in the inner spring clips (1) are not likely to foul the throttle disc and that the outer spring clips (3) are hard against the P.T.F.E. bushes.

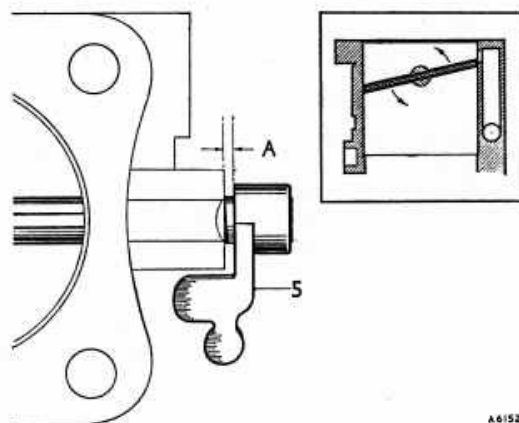


Fig. 4. Setting the clearance between the stop lever and carburetter body before tightening the disc screws. (Inset) the correct throttle disc position

A = $\cdot 015$ to $\cdot 030$ in. ($\cdot 4$ to $\cdot 8$ mm.).