

JIM TAYLOR
Senior Mechanical Design Engineer
Jaguar Service School Graduate

pecialist in SU Carburetor,
uel Pump Rebuilding &Tuning
5 Years Experience • All British Cars
1222 Harned Dr • Bartlesville, Ok • 74006 • (918) 333-3444

ANTHONY CORDASCO 2-8-97

SU CARBURETOR ATION

SIZE 2" **TYPE** HD-8 **APPLICATION** AH BJ-8 **SPEC** AUD-124

VACUUM DROP TEST: FRONT 7 SECS., CENTER – SECS., REAR 4 SECS., SPECIFICATION 7-16 SECS.,
REAR PISTON SLIGHTLY UNDER SIZE.

PISTON SPRINGS: CODE RED/GREEN, 11¼ oz. at 3⅞ "HEIGHT(MATCHED)
SPRINGS WERE 2¾" AT LOAD. STRETCH BACK TO SPEC.

NEEDLES: "DH"; WEAK ____ STD. ✓ RICH ____, FOR BJ-8

GOOD FEATURES OF REBUILD

1. **GROSE JET FLOAT VALVES.** ✓ YOURS OK SU-301
2. **NEW THROTTLE SHAFTS:** OK STD., ____ O/S, ✓ BUSHES, PRECISION FITTED TEFLON SLEEVE
3. **NEW JETS** ✓, **NEEDLES** OK
4. **NEW GASKETS** ✓, **SEALS** ✓, **GROMMETS** –, **FLOAT LEVER PINS** –
5. **GRIND FLASH METAL OUT OF CARB BORES** ✓
6. **POLISH CARB BORES** ✓
7. **BUFF BRASS & STEEL PARTS** ✓
8. **OTHER:** INLET SCREEN 4.00, FLOAT BOWL MTG. SCREW 1.00, (2) FLOAT LEVERS 5.00, JET RETURN SPRING 3.00. CREDIT FOR GROSE JETS (6.00)
NET EXTRA: 7.00

PROBLEMS OBSERVED & CORRECTED

1. VACUUM ADV. DRILLING PLUGGED WITH CARBON
2. (R) INLET SCREEN MISSING
3. SLOW RUN VALVE SEAL MISSING (F) & (R)
4. CHAMBER SCREW WRONG
5. (R) FLOAT BOWL MTG. SCREW MISSING
6. REAR JET DIAPHRAM TORN, FRONT STARTING TO CRACK. ORIFICES SLIGHTLY OVER SIZE.
7. FLOAT LEVERS WRONG FOR LATE LIDS. GROTESQUELY BENT.
8. TS WEAR: ≤ .0001. NEED BUSHINGS
9. REAR VENT WASHER MISSING
10. FRONT JET RETURN SPRING CORRODED & BROKEN.
11. DISASSEMBLE & POLISH CHOKE SHAFT & FAST IDLE ROD.

BASIC: 150.00 + 7.00 EXTRA + 8.00 SHIP = 165.00 – 150.00 PREPAID = 15.00 BALANCE

SU HD-8 CARBURETORS

AUD-124

The enclosed carburetors for your AH BJ-8 have been rebuilt to the highest professional standards. Approximate settings have been made, however, fine tuning must be done on the customer's car. The following procedures are recommended:

Bolt the carburetors to the manifold with the interconnecting shaft between throttle levers in place, connect the throttle return springs, fuel hoses, accelerator linkage, and choke cables. Top up the dampers to within 1/2" of the top of the hollow inner piston rod with 20 weight or 10W30 or 10W40 engine oil. Turn the ignition switch on (fuel pump on) to fill the float bowls and ascertain that there are no fuel line connection leaks. Start the engine. On the HD series carburetors, the throttle plates are completely closed at throttle slow run screws. If a "Unisyn" is not available, just turn each throttle slow run screw the same amount. The slow run screws have been preset 5 turns open and colored black. The HD-8 carburetors to the MK III BJ-8 AH incorporate a pin and fork lost motion assembly on the interconnecting shaft between throttles. With the engine off, ascertain that the pickup pins on the interconnecting shaft are approximately in the center of the forks on the throttle levers when the accelerator linkage is in the full off position. Check that the pickup pins contact each throttle lever fork (starts to open each throttle) simultaneously. The pin levers may be loosened and rotated slightly in relation to each other to achieve the desired two criteria. Tighten the pin lever pinch bolt on the interconnecting shaft. Carbs are now synchronized and interconnected.

After the engine has reached normal operating temperature, the final mixture adjustment may be performed. Connect a dwell/tach meter with a low range tach scale (0-1000 RPM). Adjust each mixture screw counter clockwise (lean) or clockwise (rich) to obtain the highest and smoothest (peak) position on the mixture screws have been preset 2¼ turns clockwise from the uppermost (lean) position. Mark with a red crayon. After the optimum mixture setting has been obtained, it may be necessary to turn screws in equally to slow the RPM down to the desired idle speed.

With the engine off. Have a colleague push the accelerator pedal to the floor. Check for full throttle return to the off position. Have your colleague pull the choke knob all the way out. There should be 1/8" between the end of each mixture adjusting screw and its stop lug. Push the choke back in. The mixture adjusting screws should return firmly against their stop lugs. You are now ready for your test drive and pleasantly surprised at how well your car performs. Good luck

Regards,

Jim Jayne

+

SECS.,

TCHED)

SEC.

OR BJ-8

PRECISION FITTED

LEVER PINS –

ATLEVERS 5.66) DET

ORIFICES SLIGHTLY OVER SIZ

BENT.

ROD.

BASIC: 150 OZ + 7 EXTRA

PAID = 15 OZ BALANCE