

CARBURETTOR

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Carburetor Needles

Twin Carb engine, D or K cam:	KN
Gas flowed cylinder head:	TR

Good references include...

- http://www.minipower.com/cgi-in/Form_processing/su_compare.cgi
SU needle comparison, use 0.100 Jet size for the HS6's
- http://www.minipower.com/cgi-bin/Form_processing/su_form.cgi
SU needle reference calculator (use 0.100 Jet size)

Throttle Linkages

Many twin carb cars come to us with only ¾ throttle available. This is because the vertical linkage (near the bulkhead) from the pedal is set too short. To check just get an assistant to floor the throttle (with the engine off), and check that the carburettor butterflies open fully. If not, then remove the clips that secure the linkage knuckles and remove the linkage; undo the locknuts and wind out the knuckles. Refit and verify that full throttle is now available.

Dashpot Oil

Use ATF (automatic transmission fluid):
 ...ordinary oils (engine, 3-in-1 etc) change viscosity as the engine warms up, so you get different carburettor responses.
 ATF is designed to maintain a stable viscosity, therefore the carb behaviour is consistent irrespective of engine/atmospheric temperature.