

Drips & Sparks

If you have any questions or problems with your LBC,
send an e-mail to Randall Young at: HelpDesk@sctoa.org

The mixture jets on my SU H-type carbs (TR2-early TR4, some early Spitfire) don't return all the way up when I release the choke, resulting in poor fuel mileage and clouds of black smoke. They've been rebuilt, but the problem persists. What can I do?

The first step can be done with the carbs on the car. Disconnect the choke linkage from the jets and remove the jets using a small jar to catch the fuel that will drain out. Polish the outside of the jets to a gloss using a mild abrasive like auto body "polishing compound" (available at Pep Boys et al). The last set of jets I bought were so rough that I started with auto body "rubbing compound" (which is red and has a coarser abrasive) then finished with polishing compound (white, fine abrasive). Clean them thoroughly afterwards with soap and water. If necessary, you can use a toothpick to poke out any compound that has built up inside the jet. Then reassemble and try it again, making sure that all the pivots in the choke linkage move freely. Yes, they're supposed to be sloppy like that.

If that doesn't solve the problem, then I would suggest replacing both the jet return spring (TRF P/N SUAUC4667, Moss P/N 370-550) and the gland spring (TRF P/N SUAUC1158, Moss P/N 370-070). You'll need one of each for each carb.

If that doesn't solve the problem, then I suspect your carbs are possessed, and only a "laying on of hands" by one of the club experts will make the problem go away <Grin>

Randall