



Technical Department

Bulletin T-62

Engine Service & Parts

DATE: March 13, 1966

1966 TRIUMPH REPAIR DATA

The Herald 1200 is fitted with a Solex Carburetor type P10/PNFI and this Bulletin is to supplement the information already given in the 1200 Workshop Manual Supplement, Part Number 510315.

This carburetor is dust proof, incorporates a strangler with automatic mixture weakening characteristics, a special "econostat" fuel economy device and a mechanically operated acceleration pump.

Excessive Fuel Consumption

To avoid complaints under this heading you are reminded of the necessity to clean the air cleaner elements regularly at 3000 miles. These elements should be replaced with a new unit at 12,000 mile intervals.

Removal of Main Jet

- a) Remove float chamber cover (5 screws).
- b) Remove float arm and float.
- c) At this point the pump discharge nozzle will be loose and could be knocked into the throat of the carburetor. Therefore, it is advisable in removing it to be careful not to lose the Neoprene sealing ring on the under side of the nozzle.
- d) Remove plug at lower front side of the float chamber and insert screwdriver to remove main jet, which is on the inside face of the float chamber.

NOTE: It is important that the carburetor butterfly or pump is not operated with the float chamber cover removed, otherwise the non-return ball in the pump discharge passage could be ejected and lost into the carburetor throat.

When replacing the float chamber cover, the strangler must be held open, otherwise, by the natural spring action, it will close and then be on the wrong side of the strangler choke cam.

Setting of Butterfly Opening For Strangler Operation

The main method of setting this is with the strangler fully open. It should be possible to insert a 1/8" x 1/8" (0.04") wire into

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the butterfly and the throttle tube. Alternatively, this could be carried out by running the engine with the choke fully operated but with the strangler held open. This should then give an engine speed of 3,000 to 3,200 r.p.m.

W. T. Yeager

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Zone Service Manager

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