



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE AND PARTS

BULLETIN T-63-38

SUBJECT: B.30 P.S.E.I. CARBURETOR
TRIUMPH 1200

DATE: JUNE 21, 1963

If a "flat spot" is experienced in the 35-40 m.p.h. range on light throttle opening the accelerator pump anti-syphon valve should be examined.

The valve part number 510735 and its guide part number 510736, illustrated in the 1200 Spare Parts Catalog, is situated in the main body of the carburetor above the diaphragm chamber. Its function is to prevent overspill from the injector nozzle and it should be free to move inside its guide.

It is possible thtugh faulty threading for the guide to be screwed too far into the carburetor body locking the valve on its seating and preventing fuel by-passing into the float chamber on light throttle opening.

To check the operation of the valve, the following procedure must be adopted:

1. Remove carburetor and float chamber lid.
2. Remove pump iniector nozzle and non-return ball valve.
3. Invert carburetor, insert a pin through the hole in the valve and check for movement of the valve.
4. If the valve is locked, remove the guide and replace with a new one. All current supplies from the Spares Division are correct. The valve itself need not be replaced. As an alternative 1 mm or .040" can be carefully filed off the base of the guide to allow movement of the valve. Under no circumstances must the guide be screwed back and left loose.
5. Replace the ball valve and injector nozzle and reassemble carburetor. When refitting the lid, hold the strangler butterfly open to ensure that the cam follower contacts the face of the operating cam otherwise the butterfly can be locked in the closed position.

Retrospective action or exchange of the carburetor is not necessary and only for the complaint of "flat Spot" should an investigation be made although fuel consumption may also be affected by inoperation of the valve.