STANDARD-TRIUMPH MOTOR COMPANY, INC.

WESTERN ZONE

TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE AND PARTS

BULLETIN T-63-47

SUBJECT: SPORTS SIX B.32 P.I.H. CARBURETORS

DATE: JUNE 28, 1963

This Service Bulletin supersedes and cancels Bulletins T–62–58 and T-63–9.

Continued investigation into the carburetion of the Sports Six has now resulted in a revised jet setting which overcomes the problems previously experienced on both pump and non–pump type carburetors.

Exhaustive tests have shown that if the carburetors are correctly synchronized, the performance will be entirely satisfactory from every point of view.

The revised setting can be applied to carburetors in service whether they are of the original pump type or the later non-pump type.

Details of the modifications to be effected are as follows:

Pump Type Carburetors

Remove the pump jets and fit blanking plugs, Part No. 512087.

Remove the 110 main jets and fit 105 main jets, Part No. 59719/105.

Remove 40 pilot jets and fit 35 pilot jets, Part No. 59720/35.

Remove 65 emulsion tubes and fit 69 emulsion tubes, Part No, 512086/69.

Remove 20 chokes and fit 18 chokes, Part No. 512542.

Disconnect and remove the accelerator pump operating rods,

Detach the operating arms from diaphragm covers by drifting out the pins,

Retune and synchronize carburetors in accordance with the instructions given.

All parts needed for this modification are contained in Kit No. 512371.

Non–Pump Type Carburetors

Remove 20 chokes and fIt 18 chokes, part No. 512542,

Remove 112.5 main jets and fit 105 main jets, part No. 59719/105.

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All parts needed for this modification are contained in Kit No. 512372.

Fitting Instructions

The procedure for changing the choke tubes of both pump and non-pump type carburetors is as follows:

Remove both carburetor float covers and lift out floats.

Disconnect and remove the emulsion block from both carburetors.

With a suitable soft drift inserted through the emulsion block aperature lightly tap the chokes until they are released from the securing lead plugs. Both chokes can now be withdrawn from the carburetor bodies.

Fit the new 18 chokes to both carburetors and secure by inserting a drift 1/8" diameter in the shallow 3/16" diameter hole situated directly above the choke in the carburetor body. Lightly tap the lead plug until the choke is secure.

The chokes should be inserted so that the numbers denoting their size can be seen from the top of the carburetor, as it is possible to fit them upside down.

After modifying the carburetors, check, adjust and synchronize as follows:

1. Ignition timing - Sports Six 10° B.T.D.C. static. Advance slightly on test if necessary.

2. Valve clearances (cold) inlet 0.010"
   exhaust 0.010"
   Recheck when hot

3. Starter units - Ensure that bcah operating levers return to fully closed position.

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4. Jets - Ensure that all jets are perfectly clean. The smallest restriction by foreign matter will seriously affect performance and tuning procedure.

5. Carburetor floats - Examine both floats for damage or punctures and replace if necessary.

6. Needle valve height - Remove each float chamber lid, invert it and place a straight edge across the machined face, directly over the needle valve. The top of the needle valve should just touch the edge.

Should the needle valve lie below the straight edge by more than 0.020" (0.51 mm) fit an additional washer, Solex part No. 10593 under the valve.

7. Float adjustment - Using a right angled and flat wood or metal block,

1-1/2" x 2" x 1/2" place the float on the block as indicated in the illustration issued with Bulletin T-62-58.

The pivot pin boss must lie squarely up to the edge of the block.

Set each float individua1ly to achieve symmetry between the tops and inner faces of the floats and the block.

Reassemble the carburetors and ensure that the floats move freely in the float chambers.

8. Tune and synchronize carburetors - Each carburetor has two external adjustments, the slow running screw and the mixture volume control screw. Slacken the clasping bolts on the flexible linkage between the carburetors and disconnect the throttle return spring. With the engine at normal working temperature, adjust each carburetor separately as follows:

(a) Unscrew both slow running screws and ensure that the throttles are closed by manual pressure on the screwheads.

(b) Retighten the connecting linkage between the carburetors, taking care that both throttles are against the stops during the process. The securing bolts on the front and rear spring connectors should lie at 900 to each other.

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(c) Gently screw the volume control screws clockwise until light contact is made with the casting seat and then unscrew them one full turn. Reconnect throttle return spring.

(d) Screw in each slow running screw until just touching the casting stop on the body and continue by one complete turn, start the engine and adjust both by an exactly equal amount until idling speed is 600/650 r.p.m.

(E) Screw out both mixture volume control screws a quarter of a turn at a time until the engine begins to "hunt" indicating richness.

(f) Screw the mixture screws in by equal amounts until the "hunting" disappears and the engine idles smoothly.

(g) If the engine speed has now increased due to the mixture adjustment, reduce the speed to approximately 600/650 r.p.m. by adjusting each slow running screw by equal amounts.

(h) If operation (g) causes any irregularity of the engine beat, readjust both volume screws equally to maintain synchronization.

9. Hot starting - Deletion of the accelerator pump necessitates discontinuing the hot starting instructions given in Service Bulletin 1-62-58. Slightly depress the accelerator pedal to ensure immediate starting of a hot engine.

The revised setting was incorporated in production from engine number HB-8585-HE.