Confidential NO. 2 G 17

TECHNICAL SERVICE BULLETIN

SERVICE

British Motor Holdings (U.S.A.) Inc.

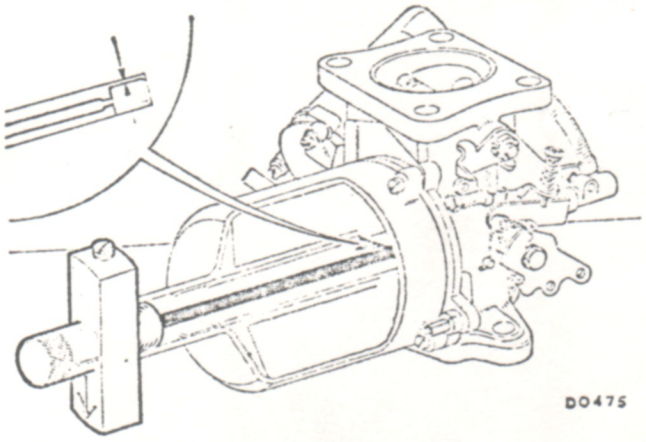
734 GRAND AVENUE, RIDGEFIELD, NEW JERSEY 07657

January 15, 1968

TO ALL DISTRIBUTORS AND DEALERS

Re: HAC 61
SU Carburetter Piston Loading Tool
For Exhaust Emission Control Tuning

This tool has been developed to properly centralize the jet and load the carburetter piston as outlined in the B.M.C. Engine Emission Control Workshop Manual Supplement (AKD 4957) and the instruction sheet attached.



This is the only tool of its type which has our approval and it will insure that the 1968 and future B.M.C. engines equipped with the Exhaust Emission Control Device as required by Federal Law (Public Law 88-206 "Clean Air Act") will be set properly.

Dealers will receive one of these tools direct from their Distributor at a cost of $22.95 each.

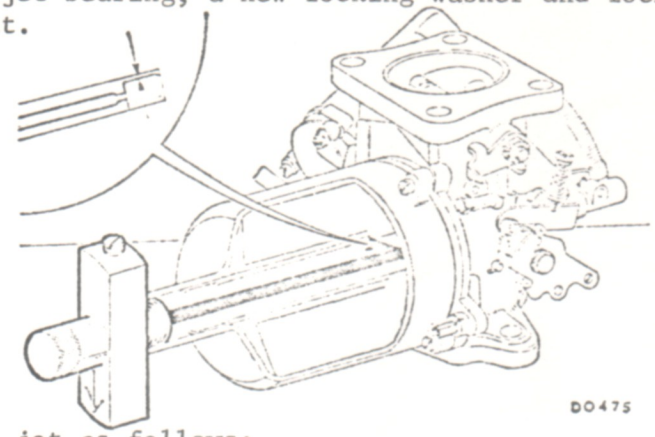
OPERATING INSTRUCTIONS

HAC 61 SU CARBURETTER PISTON LOADING TOOL

This tool has been developed for centralizing the jet and to insure that the piston and jet needle are in proper relation to the jet for correct tuning of all B.M.C. engines for 1968 and on.

(1) With jet and jet bearing removed, install suction chamber with jet needle in proper position in piston. Tighten retaining screws on suction chamber evenly.

(2) Refit the jet bearing, a new locking washer and lock nut. DO NOT tighten nut.



(3) Centralize jet as follows:

(a) Enter the end of the nylon feed tube into the base of the float-chamber, without the gland or washer fitted. Loosely secure with the retaining nut.

(b) Feed the jet into the jet bearing; do not fit the jet nut spring, jet adjustment restrictor, or adjusting nut at this stage.

(c) Select the correct tip for the piston loading tool. This can be determined by the number of rings machined on the shank of the tip.

Two rings - H.S. 2 (1¼" throttle diameter)
Four rings - H.S. 4 (1½" throttle diameter)
Six rings - H.S. 6 (1 3/4" throttle diameter)
Eight rings - H.S. 8 (2" throttle diameter)

Screw the correct tip into the end of the tool's spring loaded rod. Make certain rod is centered to the tool. This can be centered by turning in small adjusting screw located at arrow end of the tool.

(d) With the carburetter positioned with its inlet flange downwards, insert the piston loading tool into damper tube at the top of the suction chamber and screw in until fully home. Screw the tool back until the arrow on the tool points towards the inlet flange of the carburetter. Loosen adjusting screw located at arrow end until it starts to turn freely. The tool and carburetter must remain in this position throughout the centering operation.

(e) With the piston at the bottom of its travel (on the bridge), and the jet hard up against the jet bearing, slowly tighten the jet locking nut. During the tightening process, ensure that the jet is not binding in its bearing when drawn in and out. If any tightness, between the jet and bearing is detected, the jet locking nut must be slackened and the process repeated.

(f) Remove the piston loading tool.