

Jet/Choke Conversion Kit Fitting Instructions

Part Number: TT1459 - 0.090" Jets HS4 1500cc models
 TT1559 - 0.100" Jets HS6 2000cc and above models

Description: Jet/Choke Conversion Kit

Applications: Various

Contents:	Description	TT1459	TT1559	Qty.
	Jet Assembly, rear	AUD9450A	AUD9106	1
	Jet Assembly, front	AUD9451A	AUD9105A	1
	Choke Linkage, front	LZX1274	LZX1274	1
	Choke Linkage, rear	LZX1275	LZX1275	1
	Spire Washer	AUC5002	AUC5002	2

General Notes

The waxstat jets used on later SU carburettors can give major problems in warm weather and heavy traffic as they weaken the mixture too much, causing rough idling. This can be cured by converting to standard fixed jets. These conversion kits consist of a set of fixed jets and a pair of choke linkages to suit. Whilst carrying out this conversion we recommend that you check the butterflies & throttle spindles for wear and correct/replace as necessary. Please read through and familiarise yourself with the instructions before commencing the conversion. These instructions cover two versions of the jet conversion for 0.090" and 0.100" jets.

Instructions

1. Remove carburettors from the inlet manifold, noting position of throttle and choke couplings.
2. Keep one carburettor as a visual reference aid and work on the other.
3. Disconnect the choke link from the jet, undo the nut securing the jet pipe into the float chamber. Remove the jet hose from the float chamber and withdraw the jet from the jet bearing.
4. Carefully remove the choke pivot bolt (A), noting the mounting position of the main return spring (B), whilst holding the lost motion levers together.
5. Remove the bush (C) which holds this lost motion assembly together, note position of the smaller spring (D) and the thin washer (E) and also the position of the stop bar section of the choke coupling lever (F). Carefully separate the levers.
6. Fit the new link rod to the new lost motion lever and retain with a circular clip.
7. Insert the new jet into the jet bearing and connect the hose to the float chamber. Use the new seal provided.
8. Fit the new link rod into the hole in the jet.
9. Reassemble the choke linkage. Align the two levers and slightly separate them and install the lost motion spring (D) and thin washer (E), push the bush through the levers to keep them in place. Reposition the return spring (B) and assemble with the pivot bolt (A).
10. Once re-assembled check position of link to the new jet and ensure that the choke operation can be carried out and the linkage is free to move and return to its off position, the jet should sit up against the mixture adjusting nut.
11. Once you are happy with the assembly repeat the procedure for the other carburettor.
12. Reassemble the carburettors onto the inlet manifold and re-tune as necessary.

Please Note: Check the choke levers on your carburettors. On some carburettors the levers are the same as supplied in this kit. In this instance the choke pivot bolt does not need removal, please skip instructions 3, 4, 5 & 8. The link can simply be removed from the choke lever & jet, and then replaced with the new link and retained using the circular clip supplied.



