

NON-WAXSTAT CONVERSION KIT Triumph Spitfire and Dolomite

Part Number: RL1474



Items in this package:

- 1 Main Jet Rear - Early (non waxstat type) – AUD9450A
- 1 Main Jet Front - Early (non waxstat type) - AUD9451A1
- Front Link Lever - LZX12741
- Rear Link Lever - LZX12751
- Carburettor Lever Spring - AUD24311
- Spring - AUD24322
- Washer - Starlock - AUC50021
- T.S. Note For Carbs - FI18

Remove carburettors from the inlet manifold, noting position of accelerator and choke couplings. Keep one carburettor as a visual reference aid. Disconnect the choke arm from the jet and remove jet from the float chamber.

Carefully remove the choke connection bolt, noting the mounting position of the main return spring (a), whilst holding the lost motion lever together.

Remove the brass spacer which holds this lost motion assembly together, note the position of the thin washer and also the position of the stop bar section of the choke coupling lever (this is the most frustrating part of the operation, getting this lever position when re-assembling).

On re-assembly, check position of link to the new jet and ensure that the choke operation can be carried out. Now slightly separate the two links and try to install the spring (d) into the lost motion assembly. Once installed use the brass bush to retain the position and also fit the thin washer. Try to leave this to a person with a large amount of patience, as it will be needed.

Now reassemble with the new jet and re-build the carburettor, check operation of the choke lever and ensure that the jet returns to the adjuster and is not leaved proud (enriching the mixture).

You can now repeat for the other side and reassemble onto the car, all the effort is work while once the car is 'hot', as you can now idle happily.

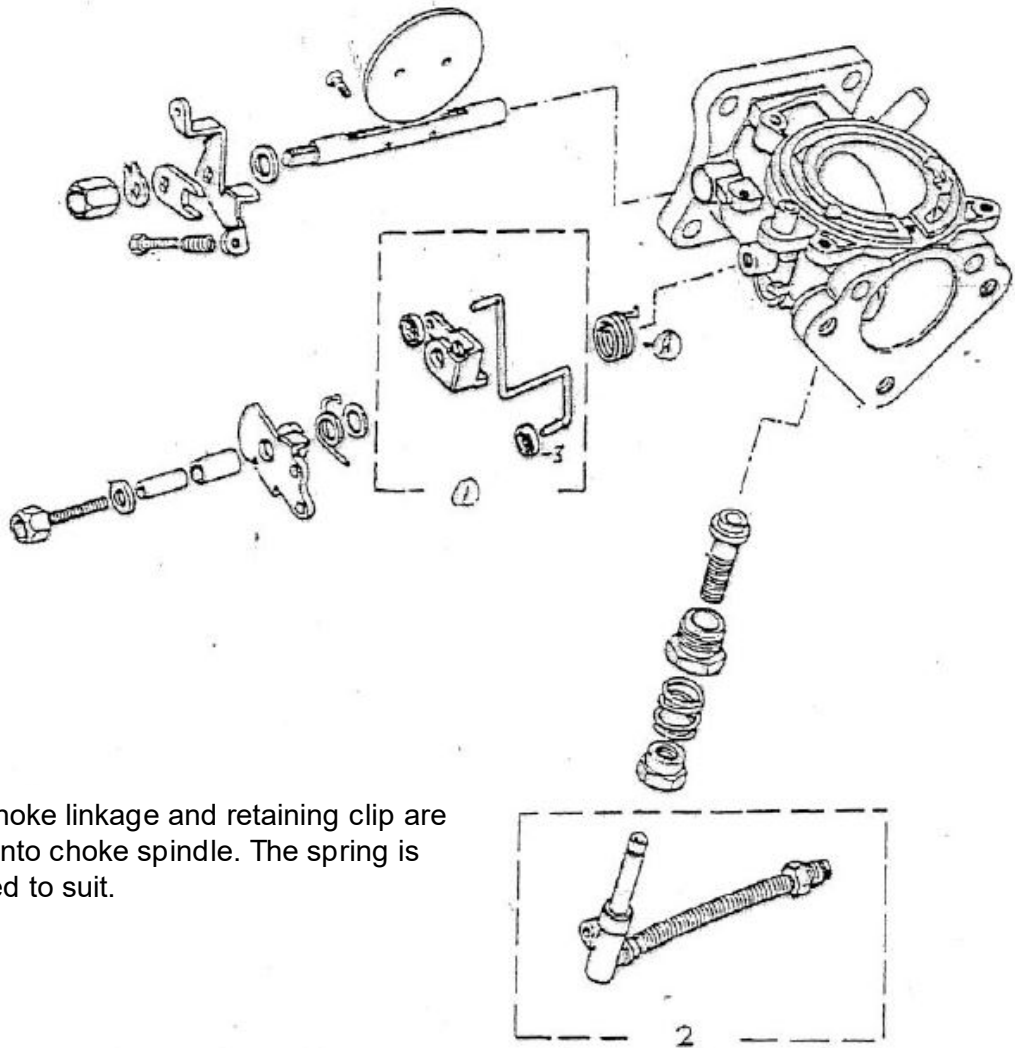
Whilst carrying out this conversion it is as well to check the butterfly/spindles for wear.

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New choke linkage and retaining clip are fitted onto choke spindle. The spring is tweaked to suit.

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