

SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

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| No. | SPORTS/4/P | T.R. III CARBURETOR NEEDLES | Date | FEBRUARY 1956 |
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The type of jet needle fitted to the H6 carburettors has recently been changed to give a slightly enriched mixture at low engine revolutions.

Carburettors on Engine Nos. TS.9350 up to and including Engine No. TS.10036E were fitted with the original "TE" type jet needle, Part No. 503779. A "SM" type needle, Part No. 504028 replaced the "TE" type at Engine No. TS.10037E.

In cases of complaints of non-standard performances of engines with numbers from TS.9350E up to TS.10036E (inclusive), which occurs between 800 r.p.m. and 2,000 r.p.m. in the form of a "flat spot" in the carburation, will be beneficial to fit the "SM" type jet needle (Part No. 504028).

All carburettors (Part No. 203162/3) obtained from our Spares Division in future will be fitted with the "SM" type jet needle.

It should be noted that the float chambers of the carburettors are flexibly connected to their body assemblies on all T.R.III engines commencing at Engine No. TS.9721E. This change overcomes any tendency to restrict the fuel supply to the main jet due to the vibration of the float chambers, which can cause aeration of the petrol. These carburettors are fitted with "SM" needles and are supplied under Part No. 203129/30.

If an owner wishes to convert the carburettor, which is supplied with the rigid float chamber (units up to and including Engine No. TS.9720E) flexible mounting can be arranged by use of the following parts :

| <u>No. off.</u> | <u>Item.</u> | <u>Part No.</u> |
|-----------------|-------------------|-----------------|
| 2 | Holding up bolts. | 503811 |
| 4 | Rubber grommets. | 503813 |
| 2 | Washer. | 503812 |

NOTE: These instructions are for information only and do not constitute an authority to carry out modifications at the expense of The Standard Motor Company Limited.

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| No. | AMENDMENT TO SERVICE INFORMATION SHEET NO. SPORTS/4/P | Date | MARCH 1956 |
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Please note that a typographical error occurs in the third line of the last paragraph proper of this Information Sheet, inasmuch as "Engine No. TS.9730E" should have read "Engine No. TS.9720E."