



J2 TECHNICAL ARTICLE

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From Octagon Heaven

Resource: Safety Fast Mag.

MORE ON CARURETTORS

From an extract from a book of S.U. Needle recommendations.

The S.U.'s themselves are quoted as saying:-----

Carbs to spec AUC 172 were horizontal and fitted to the first 50 production J-type engines.

Carbs to spec AUC 185 were 20° semi-downdraught of the type we are known

Light pistons (carb pistons) were normal, made of zinc based alloy and weight 7 oz. *198 g*

Heavy pistons were made of brass (no weight given)

Those who have experienced the use of both pistons find that the light ones made the engine very perky and the heavy made the engine very flexible.

Some owners of cars might have one (1) inch S.U. Carbs, type OM which are fitted with the heavy brass pistons. If so, the MMM Register would like to know what do they weigh? If so, let me know and I will pass it on.

Interesting that in the later TC, with light zinc based alloy pistons with a spring above its piston, was recommended in the tuning manual that the spring could be removed for racing. Thus making the piston acting like a heavy type.

What this all means, I do not know, except the your carb piston might have an effect on your engine operation, should it be of the heavy type which is non-standard.