

TECHNICAL SERVICE BULLETIN

NO. 74-A-4



Triumph

August, 1974

SUBJECT:

Carburettor Vent Valve Adjustment

MODELS:

Triumph - All Models

The 1974 Model TR6 and Spitfires are now equipped with a modified carburettor vent valve linkage. The operation of the vent valve is the same as that which was found on the 1973 models, in that when the engine is idling the float chamber vents to the carbon canister, and when the throttles are opened the float chamber then vents to the air cleaners through a drilling on the carburettor flange.

Adjustment to the 1974 configuration is not normally required, as these are pre-set at the factory. However, should the necessity arise, the following procedure should be carried out.

1. With the engine stationary, remove the existing vent valve tubing from the carburettor.
2. Attach a separate piece of tubing to the vent valve tube on the body of the carburettor. (See Diagram).
3. Suck through the tube and at the same time operate the lever operating the vent valve on the side of the carburettor.
4. By operating the lever a sudden restriction can be felt while sucking through the tube. This will allow the mechanic to "feel" the valve operating.
5. Release the lever and allow the mechanism to return to the static condition. (Normal idle position).
6. Suck through the tube again and if no restriction is apparent, the vent valve is in a satisfactory position. If, however, a restriction is felt, proceed as follows:

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Slacken off the lock nut as shown in diagram and rotate the screw in a clockwise direction while sucking through the vent tube until a restriction can just be felt. At this point, back off the adjusting screw two complete turns and tighten the lock nut. Finally, readjust the engine idle speed to 800/850 RPM.



Provided Courtesy Triumph/Triumph Wedge Owners Association
<http://www.triumphwedgeowners.org>

A handwritten signature in black ink, consisting of several loops and a long tail.

J.P.