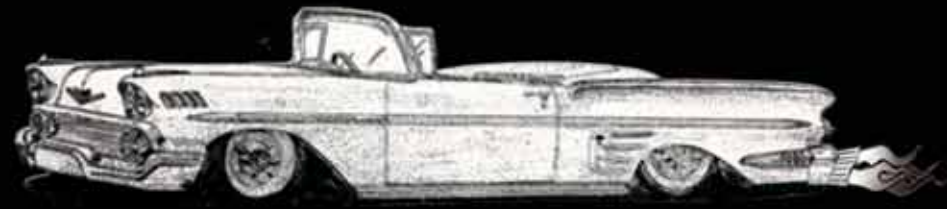


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maintenance

Dashpot Seal Fix

BY DAVID TUSHINGHAM

I'm just finishing my list of spring projects and the last one on the list was to change out the O rings in the air valve of the stock ZS carbs on my 1973 TR6. I needed to change them because I couldn't keep oil in the dashpots for more than a

couple of days and I was constantly having to refill them towards the end of last year's driving season.

I thought I would take a few pictures along the way to document and share with you. I am sure there are other methods or tools to do

this job, but this way worked for me!

The first thing I needed to do was take the top cap off the carbs and remove the springs and air valves. Step 1

I then took the diaphragm off the air valve so it didn't get damaged. Step 2



Step 1



Step 3

I then used my mixture tool to turn the needle all the way down as far as it would go. Step 3

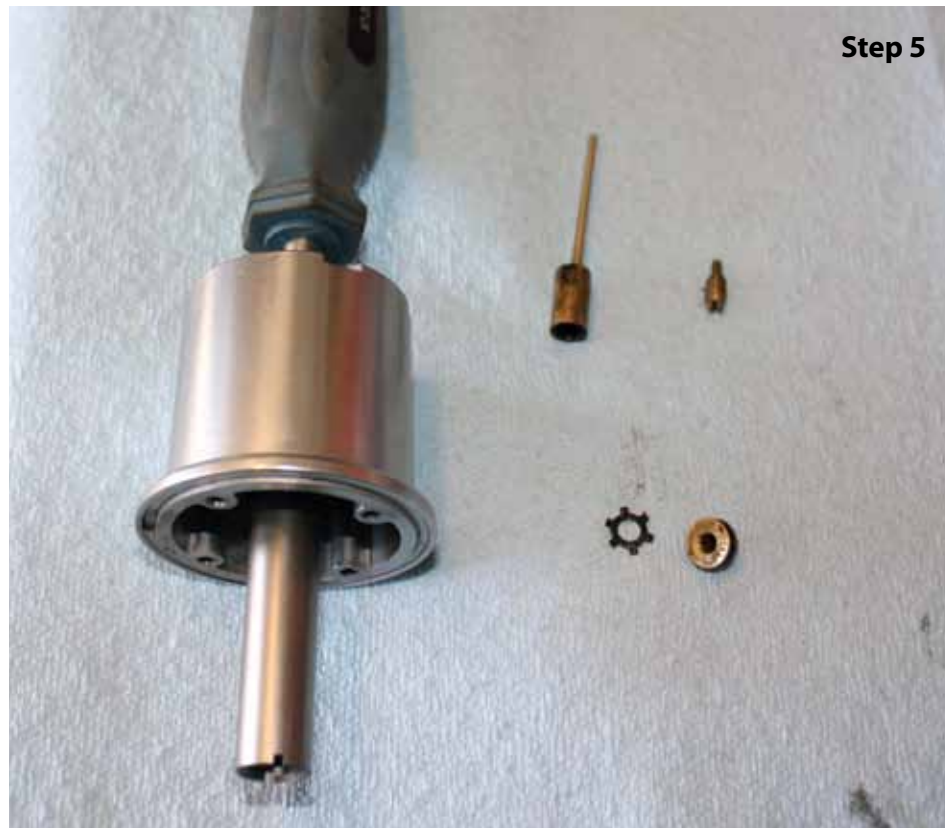


Step 2



Step 4

... and then removed the small retaining set screw to remove the needle. Step 4



Step 5

To get to the O ring, I needed to push it out through the top of the air valve. I used a broken off screwdriver and tapped it out with a small hammer. Step 5



... A closer shot of the adjuster and the O-ring

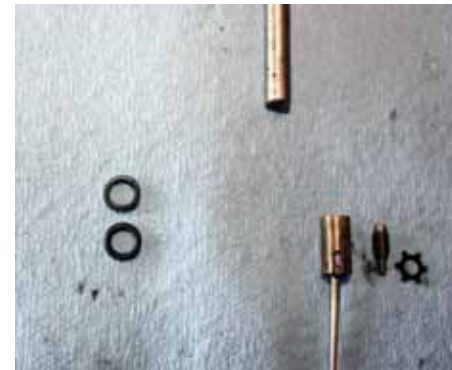


Step 6

Just for reference, this is what it looks like internally when one uses the mixture tool to raise or lower the needle. Step 6



Step 7



Here is the old O-ring removed and the new one ready to be installed (1/4 inch O-ring). O-rings can be purchased from any of the usual Triumph parts houses or can be found at your local auto parts store. Step 7



Step 8

Reassembly with a little synthetic grease on the O-ring. Just tap it back down.

Insert the needle back in the bottom and make sure that it threads into the adjuster. Make sure the needle moves up and down. I took a mental note of where mine was positioned when I removed it. Put the set screw back in and tighten, making sure that the slot in the needle carrier is aligned with the set screw. Place the diaphragm back on the air valve making note when you reassemble that the

tabs on the diaphragm match up with the slots in the air valve and then tighten the 4 screws. Drop the air valve back into the carb and make sure that you line up the tab on the diaphragm with the slot on the carb body. Put the spring back in and place the top of the carb back on. Fill the dasphots with oil to the correct level and you are good to go! **RAGTOP**

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