

ZTherapy Remanufactured SU Carburetors

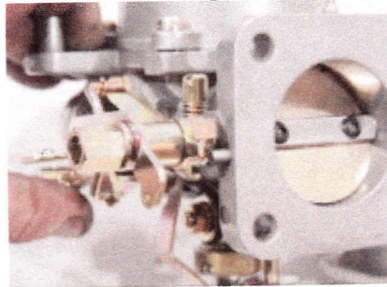
Introduction and Installation

Thank you for purchasing ZTherapy Carburetors. We strive to provide the finest remanufactured SU carbs available. These units are completely remanufactured with new Nissan/SU Corp parts when available. ZTherapy carefully recreates any parts deleted from Nissan's inventory.

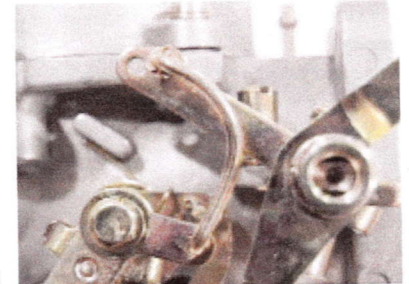
Removal of your old SU carbs is fairly straightforward. Remove your gas lines from the float chambers. Unfasten the choke cables from the carb bodies. Unbolt the 4 12mm nuts that hold each carb to the intake and remove. Note how the center linkage goes over and under the carb linkages. Remove bodies. On your new carbs, be sure to remove the red rubber caps off of the vent tubes that are on the float bowls. Your new carbs do not come pre-filled with oil. Remove the oil cap at the top of the carb and add thin oil (ATF is recommended). Keep full.

Tuning: There are 5 areas of concern:

1. Idle speed. Idle speed screws are located on the carb body. Twist each down until it runs evenly. Use a flowmeter to get it even.
- 2: The front to rear balance must be set. This is a screw on the connecting linkage that preloads the linkage. When you twist the firewall throttle linkage, both carbs should be pushed open at the same time. I stick my head in between the carb mouths and listen with each ear. You should hear the sucking sound start at the same time.
3. Screw down the fast idle screw on the intake until the engine reaches 2,000 rpm. Readjust the front to rear balance by adjusting the screw on the connecting linkage. Loosen the fast idle screw.
4. The idle mix screw is on the bottom of the carb. The tiny gas line goes to a black plastic thing. Above that is a twistable disc. This disc when screwed up leans out the mixture across the entire RPM range of the engine. Screwing it down richens. It is set at factory specs of 2.5 turns down. AFTER everything else above is done, valve clearances and ignition timing are set, and the points are adjusted, then you may evenly twist these mixture discs to find the smoothest idle.
5. Choke ON Tuning: If you pull back on the choke handle and the car revs too high, this can be fixed with a simple adjustment. On the side of the carb is a round wire linkage piece that is bent a little. Bend it more for more idle speed. Bend it less for less. Get both butterflies to open the same amount when doing this. The butterfly opening amount is the idle speed setting (choke on). This is for choke operation only! This does not affect non-choke operation of anything!



Squeeze choke and check butterfly



This is the rod to bend.



Straighten it to decrease idle



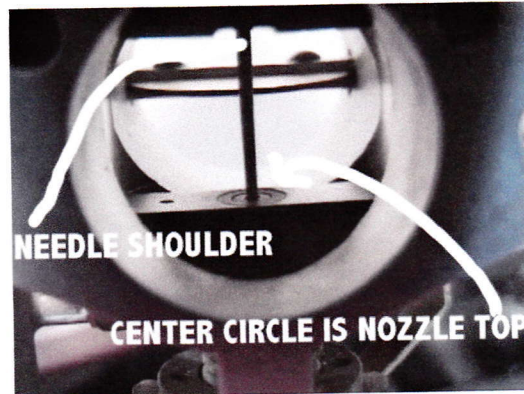
squeeze it to increase idle

The 240Z-280ZX TuneUp video shows how to tune the carbs. Please view it.

Read the Fire Hazard disclaimer on the next page!

ZTherapy

GENERAL TIPS FOR TUNING AND PART IDENTIFICATION



After the carbs are installed and the gas line is pressurized, check the following items to ensure they are not leaking fuel. This is a fire hazard!



MIX NUT IS BASELINED BY OPENING (TURNING DOWN AWAY FROM BODY) SHOULDER

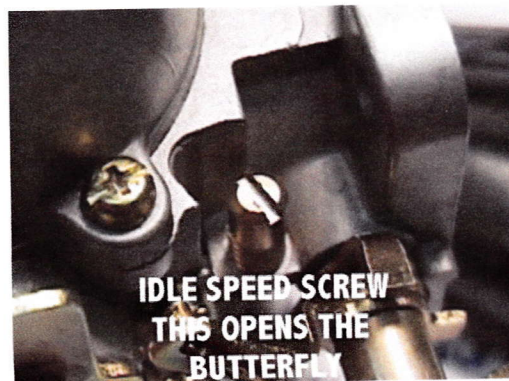
2 ½ TURNS. AT IDLE, OPEN AND CLOSE THESE EQUALLY TO GET THE FASTEST IDLE.

BY THE WAY, THIS NUT ADJUSTS THE MIXTURE ACROSS THE ENTIRE RPM RANGE

WHEN MIX NUT IS SCREWED ALL THE WAY UP (CLOSED), THE

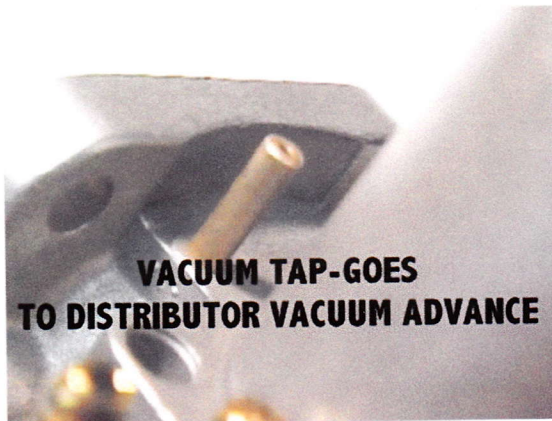
OF THE NEEDLE SHOULD BE PRESSED AGAINST THE TOP OF THE NOZZLE TO SHUT OFF THE GAS SUPPLY.

IF NOT, LOWER THE NEEDLE. THEN OPEN THE MIX NUT BY 2 ½ TURNS AND FIRE UP CAR.

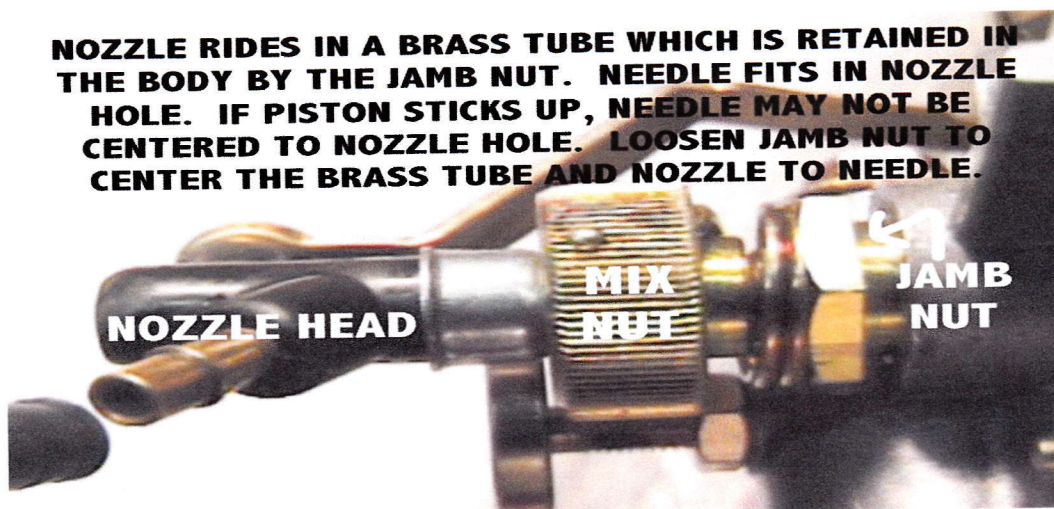


NOTE: Disregard information on the video concerning the "grease holes" on the carbs.
An update on the carbs NO LONGER REQUIRES PERIODIC GREASING.

ADDITIONAL NOTE: We no longer use Grose Jets. We install new replacement needle & seats.



**NOZZLE RIDES IN A BRASS TUBE WHICH IS RETAINED IN
THE BODY BY THE JAMB NUT. NEEDLE FITS IN NOZZLE
HOLE. IF PISTON STICKS UP, NEEDLE MAY NOT BE
CENTERED TO NOZZLE HOLE. LOOSEN JAMB NUT TO
CENTER THE BRASS TUBE AND NOZZLE TO NEEDLE.**



ZTherapy Remanufactured SU Carburetors FIRE HAZARD Disclaimer

British carbs are famous for catching fire at any time. Nissan's 240Z Hitachi is essentially a British Skinner's Union (SU) carb. No matter how well they are rebuilt, how carefully you maintain them, or what new parts we install, they could still catch on fire. The most common cause is the needle and seat (valve) in the float chamber sticking open, flooding the float chamber and forcing the fuel to the air cleaner. The fuel puddles at the rear of the air cleaner and drips onto the hot exhaust manifold.

SU carbs are also easy to adjust (and misadjust). ZTherapy cannot be liable for any problems you are having. We make no warranties as to the performance of these carbs, but do warranty the wear of the throttle shafts.

Watch the video for tips and tricks on tuning.

If your car catches on fire, or your engine blows up because the carbs were running lean, or the throttles stick open and you run into something, we cannot be held liable for any damages as a result of you using these carbs. By installing these ZTherapy carbs on your car, you accept this disclaimer. We take great pains to deliver perfect units, but accept no liability for the safety or performance of them. **We insist that these carbs be inspected by your local mechanic and installed by that shop.** If you are uncomfortable with this agreement, return them to the place of purchase.

NEVER USE WD-40 ON ZTHERAPY CARBS.

Leave it in the tackle box! THIS FISH OIL BASED LUBE WILL GUM UP THE LINKAGE AND WILL VOID THE WARRANTY. FOR BEST SERVICE, CLEAN WITH SPRAY CARB CLEANER, THEN LUBE LIBERALLY WITH SILICONE SPRAY. LET DRY BEFORE FIRING UP ENGINE. Dunking carbs in chem dip will destroy the float.