

Hitachi SU tips and tricks

1. Before you attempt any tuning ensure your needle and seat are 100% correct and not leaking.
2. Adjust your float level and ensure both carbs (or all three) are set at the same height between 11 and 12 mm
3. If you remove the dash pods and piston, be sure to put them in a place where they cannot roll and fall! Put the piston and pod back on the carb you removed it from! Ensure you don't bend or damage the needle!
4. Never ever stretch or damage the spring, they are set in the factory to a specific tension and must be left at that tension!
5. Check the jet (nozzle head) and ensure it returns to its normal position when you pull the choke.
6. Set both mixture screws to the same position, I set it to 2 ½ turns out (it will be very rich) and work your way in to the correct mixture.
7. Ensure the needles are set to the same height in the pistons.
8. Ensure you have the correct size manifold gaskets, ensure the carbs, spacers and manifold is properly cleaned before you bolt the carbs to the manifold.
9. With the carbs bolted to the manifold and the manifold on the car and with the dash pods removed, you can adjust the balancing between the carbs and get it very close to what you need it to be.
10. Once the carbs are assembled, ensure you can lift the pods with your finger and they must return to the closed position, again ensure both react the same.
11. Fill with "3 in 1" oil up to the mark on the plunger rod, ensuring both carbs are at the same height, with the oil to the correct level lift the pistons again, this time you must feel harder to lift.
12. Ensure your accelerator cable is not sticky and the carbs close completely
13. Get the engine to working temperature balance the carbs and adjust the idling.
14. Spray carb cleaner on the carb manifold gaskets to check for leaks, if you do have a leak the engine will respond accordingly.
15. With the engine running at working temperature, raise the piston about 1 mm. If, while the piston is raised, the engine speed increases briefly then return to normal, the mixture is correct. If it rises and stays high, the mixture is too rich. If it falls and the engine tends to die, the mixture is too lean.
16. Always double check the float level, you can check it by simply removing the top of the float bowl and checking the level. Ensure both (or all three) are the same!

These are just a few basic tips and tricks, I do hope it helps you.