

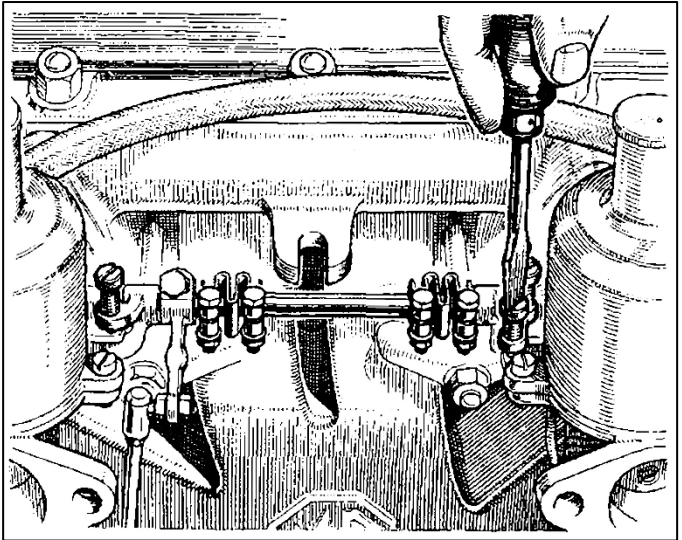
W-COUPLINGS: SU-H CARBS

Lonnie Cook – rev 27-Feb-2025

W-COUPLING FASTENERS ON THE OUTBOARD SIDE

The fasteners in the W-couplings should be on the outboard side of the throttle shafts. In that position, as you push down to tighten the fasteners in the couplings, you close the throttle adjusting screw against the anvil on which it rests. If the fasteners are on the engine side, then you will open the throttle when you push down on the fastener to tighten it after balancing the carbs, which screws up the balance.

If yours are on the engine side, then hold the fast idle screw tightly against the anvil as you tighten the W-coupling. Not perfect but works. Turn them around the next time you remove the carbs.



SCREW HEAD ON BOTTOM OF W-COUPLING / NUT ON THE TOP

I feel that the heads of the fasteners on the W-couplings in the WSM line drawing are in the wrong position.

Position the head of the screw on the bottom of the W-coupling so that it sits in the notch on the coupling that prevents the screw from turning. The washer under the nut straddles the notch to allow the nut to turn. Also, the nut is thicker than the head of the screw, which makes it easier to grip with a nut driver.

W-COUPPLINGS AT 90-DEG (Optional)

Your SU Companion, a compilation of SU articles from the Octagon Car Club's monthly "Bulletin", recommends turning one of the W-couplings 90-degrees to the other.

This acts like the U-join on a driveshaft to allow the throttle shafts to flex on the X-axis and on the Y-axis. It's kinda difficult to tighten the 90-deg W-coupling on a TF because side panel or engine block don't allow easy access. I tried it for a while. Don't know if it makes any difference, so I'm back to both in the same direction.



YIKES! The screws are on the engine side. WRONG.