

SUBSTITUTING O-RINGS

For the Cork Glands and Sealing Washer In SU H-Series Carburetors

I had trouble getting a good seal by the cork washers used in the SU H-4 carburetors on my TF and TF-1500. The cork glands and the cork sealing washer leaked.

Some carburetor rebuilders recommend O-rings instead of the cork washers, so I tried them. They worked!

The sizes of O-rings are designated by a "dash" number. The number has a " - " in front of the digits, thus the "dash" designation.

Here are the sizes and technique that I used to replace the cork glands and washers on my carburetors with O-rings. I tested a number of sizes and chose these.

GLANDS: " -010 " Teflon O-rings (Four required for each carburetor)

I bought "dash oh-ten" Teflon O-rings from Sterling Seal and Supply, 541 Johns Rd, Apopka, FL.

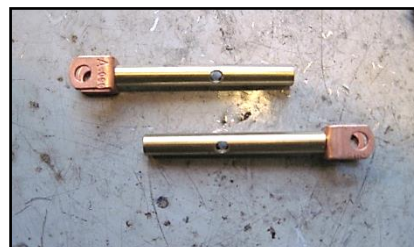
I have also purchased from The O-Ring Store: <https://www.theoringstore.com/store/TEF010> : AS568-010 Teflon (PTFE) White 55 Duro Shore D O-Rings
https://www.theoringstore.com/store/index.php?main_page=product_info&cPath=367_93_96&products_id=4168

Size	Actual I.D. Inches	Actual Cross Section Inches	Nominal I.D. Inches	Nominal C.S. Inches	Nominal O.D. Inches
-010	.239±.005	.070±.003	1/4	1/16	3/8

Use FOUR " -010 " (dash oh-ten) Teflon O-rings on each jet. TWO Teflon O-rings are stacked to replace the ONE cork gland at the top; and TWO Teflon O-rings replace the ONE cork gland at the bottom. Continue to use the brass washers that are used with the cork glands. A total of EIGHT Teflon O-rings will be needed for two carburetors.

Sharp edges can cut the Teflon O-ring jet seals. Smooth the end of the jet with 800g paper and chamfer the edges of the holes in the sides of the jets with a 5/16" fine round file or paper. I also polished the surface of the jet with Brasso.

Just draw the file across the holes a few times, and you get a nice chamfer that will permit the Teflon o-rings to slip onto the jet without damage.
(Tom Bryant photo)



The two jets after chamfering. Not much material was removed.
(Tom Bryant photo)

SEALING WASHER: “ -210 ” Viton O-ring (One required for each carb)

I bought “dash two-ten” Viton O-rings from Sterling Seal and Supply, 541 Johns Rd, Apopka, FL.

I have also purchased from The O-Ring Store: <https://www.theoringstore.com/store/>

AS568-210 V75 Fluorocarbon FKM O-Rings 75 Durometer Black

https://www.theoringstore.com/store/index.php?main_page=product_info&cPath=367_79_82&products_id=3572

Size	Actual I.D. Inches	Actual Cross Section Inches	Nominal I.D. Inches	Nominal C.S. Inches	Nominal O.D. Inches
-210	.734±.010	.139±.004	3/4	1/8	1

Use ONE “ -210 ” (dash two-ten) Viton O-ring to replace the cork sealing washer on each carburetor..
The O-ring dimensions are 3/4” I.D. and 1/8” cross section.



Tighten the jet bearing nut tightly.
(Tom Bryant photo)

Some of the descriptions and photos were taken from Tom Bryant's website.

<https://thosbryant.wordpress.com/2014/03/01/su-carburetor-rebuild-h-4/>

Lonnie Cook

TF681

TF7211

Original – February 2015

rev. September 19, 2022