

1 **Supplemental Information & Instructions**  
2 **for**  
3 **386-500 or GAC6106X Jet Centering Tool**  
4 **SU Carburetors**  
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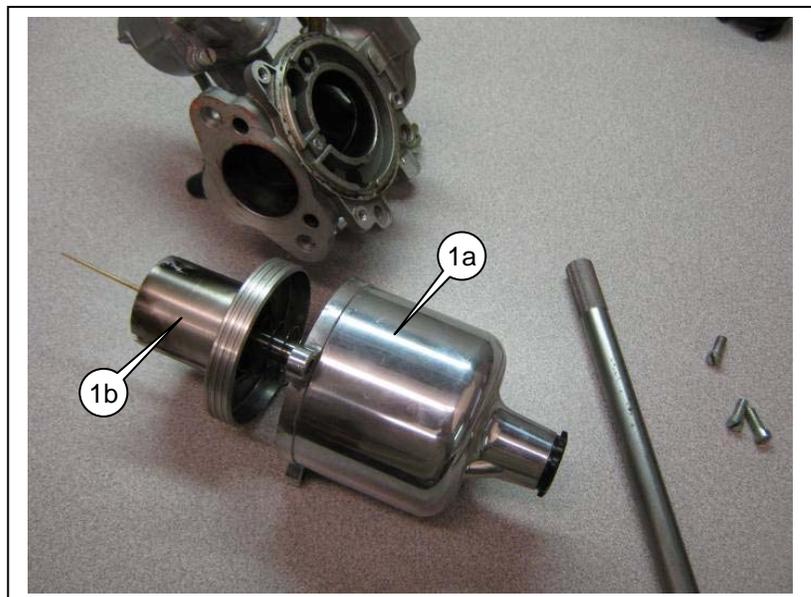


7 ***Before you begin...***

8 *The information presented here is a supplement to, not a replacement for, the factory workshop manual*  
9 *for your vehicle. Anyone working on SU Carburetors should have a copy of the Moss DVD (211-036), the*  
10 *printed SU Workshop Manual (211-305) and perhaps the SU Power Tuning Book (211-466). Please note*  
11 *that the carburetor in these photos is a new one. Some details differ from the original SUs.*

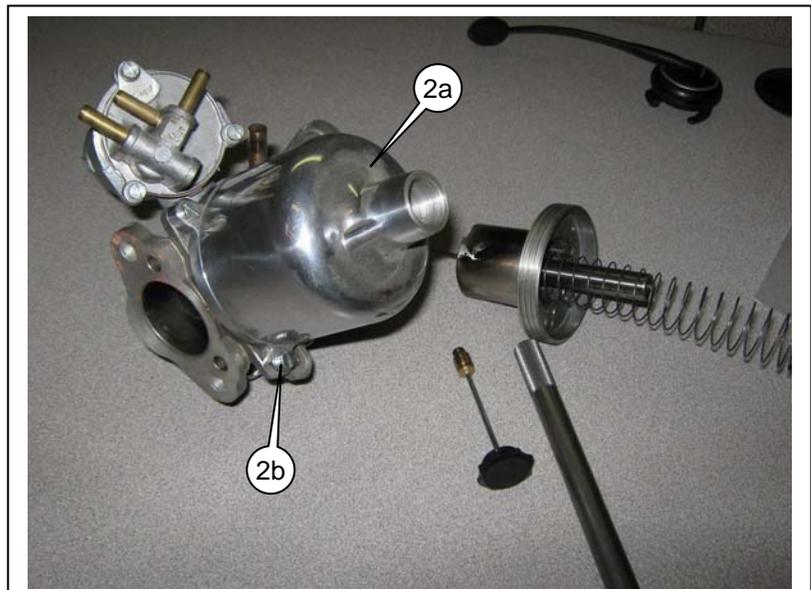
12 **Step One:**

13 Remove the suction chamber (1a) and  
14 extract the piston assembly (1b).  
15 Set the piston assembly aside, being  
16 careful to make sure the needle is not  
17 damaged or bent.  
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31 **Step Two:**

32 Re-install the suction chamber (2a) on  
33 the carb body.  
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35 Replace the screws (2b) that secure  
36 the suction chamber. They should be  
37 snug, but do not over-tighten.  
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48 **Step Three:**

49 Locate the choke (enrichment) linkage  
50 that connects to the jet. (3a)

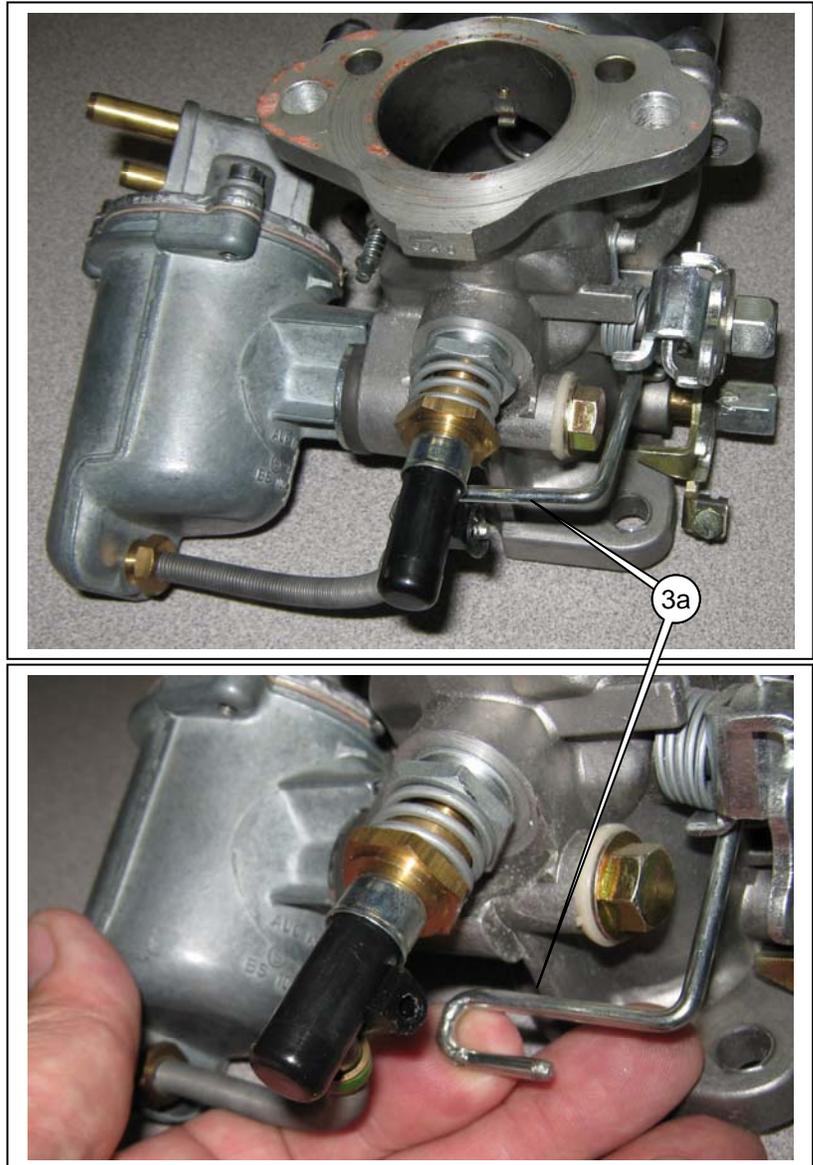
51  
52 Disconnect the linkage.  
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54 *Please note that the carburetor in  
55 these photos is a new one. Some  
56 details differ from the original SUs.*

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58 The choke linkage is quite different on  
59 an original SU, being undone by  
60 removing the Phillips - or Pozi-drive -  
61 screw that attaches the linkage to the  
62 jet.

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64 ***If you have original carbs (not new  
65 replacements) note which side of  
66 the jet the linkage attaches before  
67 removing it. On the new carbs,  
68 there's only one way the linkage can  
69 attach because of the way it is  
70 shaped.***

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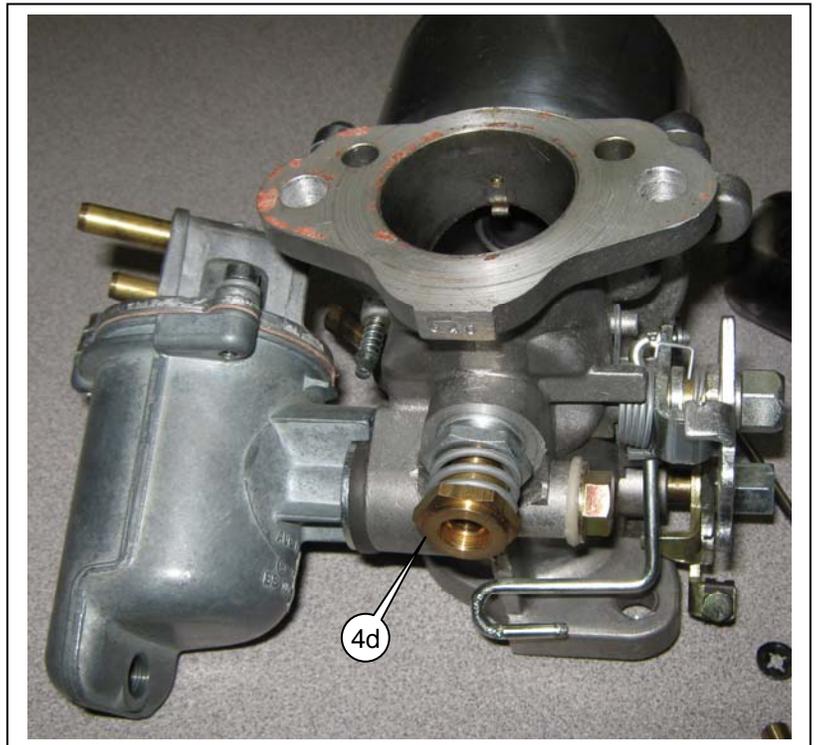
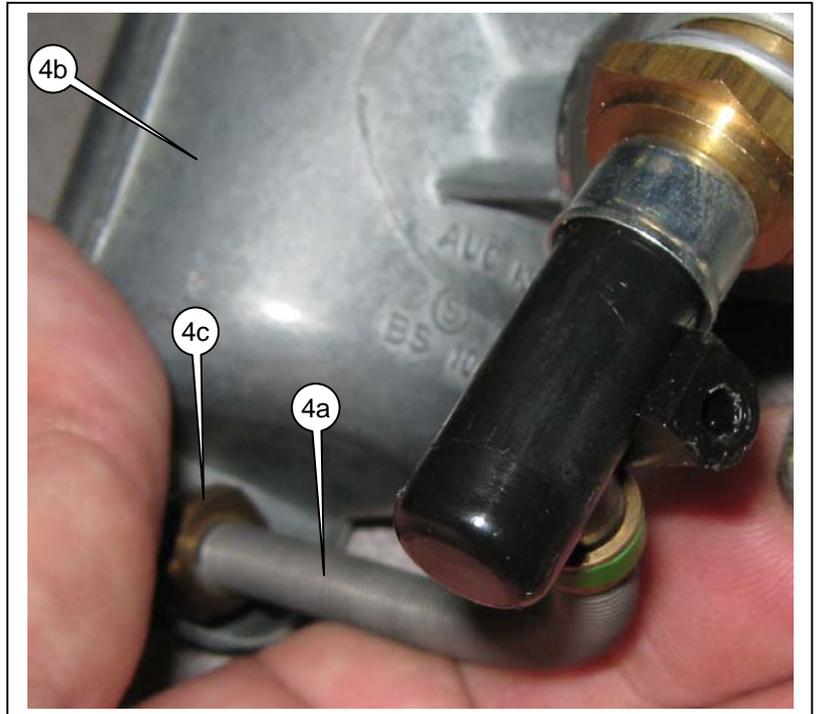
103 **Step Four:**

104 After disconnecting the choke linkage, the  
105 jet tube (4a) has to be disconnected from  
106 the float bowl (4b) by undoing the nut (4c)  
107 on the tube.  
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109 When pulling the tube from the bowl, be  
110 careful not to crimp the tube, and to make  
111 sure the rubber washer and brass washer  
112 (which keeps the nut from binding against  
113 the rubber) stay on the tube, not in the  
114 hole at the base of the float bowl.  
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116 Slip the jet out of the jet bearing (4d).  
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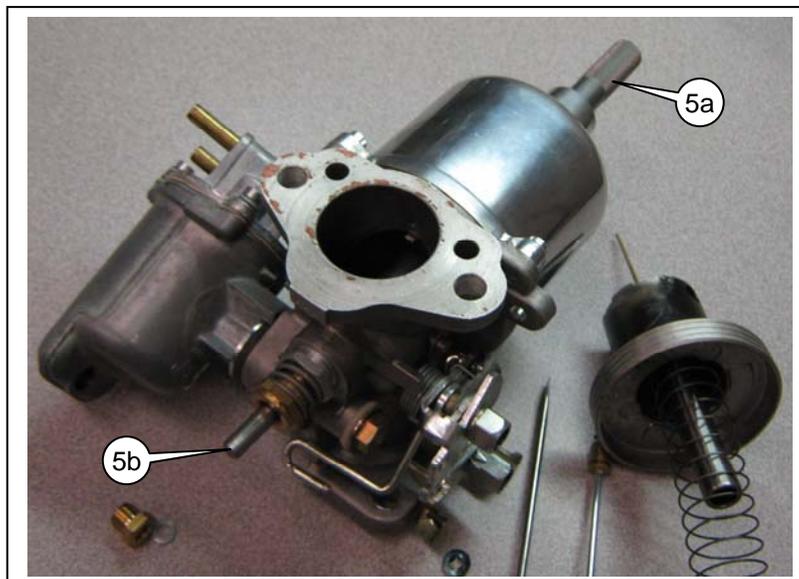
118 The jet nut (at the bottom of 4d) **must**  
119 then be screwed all the way up before  
120 you go to the next step.  
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157 **Step Five:**

158 Insert the 386-500 alignment tool (5a)  
159 down through the top of the suction  
160 chamber. The 386-500 is designed to be  
161 the right size to be aligned properly as it  
162 fits into the suction chamber. The narrow  
163 end of the 386-500 (5b) will then be in  
164 perfect alignment to fit into the jet  
165 bearing. If the 386-500 does not fit  
166 perfectly into your jet bearing, follow the  
167 instructions in your shop manual to  
168 center your jet bearing. When the 386-  
169 500 fits completely down to and through  
170 the jet bearing, you are done. Reverse  
171 the above steps to put your carburetor  
172 back together.



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177 After you have reassembled the carburetor, hold the carburetor up vertically. Raise the piston with your finger,  
178 then release the piston and check that it falls freely with a nice "clunk" as the piston hits the bridge inside the  
179 throat of the carburetor. If you do not hear that clunk, or if the piston does not fall freely, **re-center the jet again.**

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When the piston does fall freely, adjust the jet nut down 12 flats (2 complete turns).

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Re-install the carburetor.

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Start the engine, check for fuel leaks. Adjust your carburetor on your running engine as outlined in your shop manual.

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Enjoy your car!

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*Although every effort has been made to ensure the accuracy and clarity of this information, errors and/or omissions on our part are almost inevitable. Any suggestions that you may have that will improve the information (especially detailed installation notes) are welcome. Please use the simple email form on the "Contact Us" page on the Moss website:*

<http://www.mossmotors.com/AboutMoss/ContactUs.aspx>

*If you prefer, you may call our Technical Services Department at 805-681-3411. So many people call us for help that we are often not able to answer the calls as fast as we'd like, and you may be asked to leave a message. We apologize in advance for the inconvenience. We will get back to you within 2 business days.*

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