

T Type SU Needle Charts

The following four charts display variation in SU carburettor needles for the the post war T Types.

X axis = Stations – each station equals 0.125” as measured from the bridge of the needle

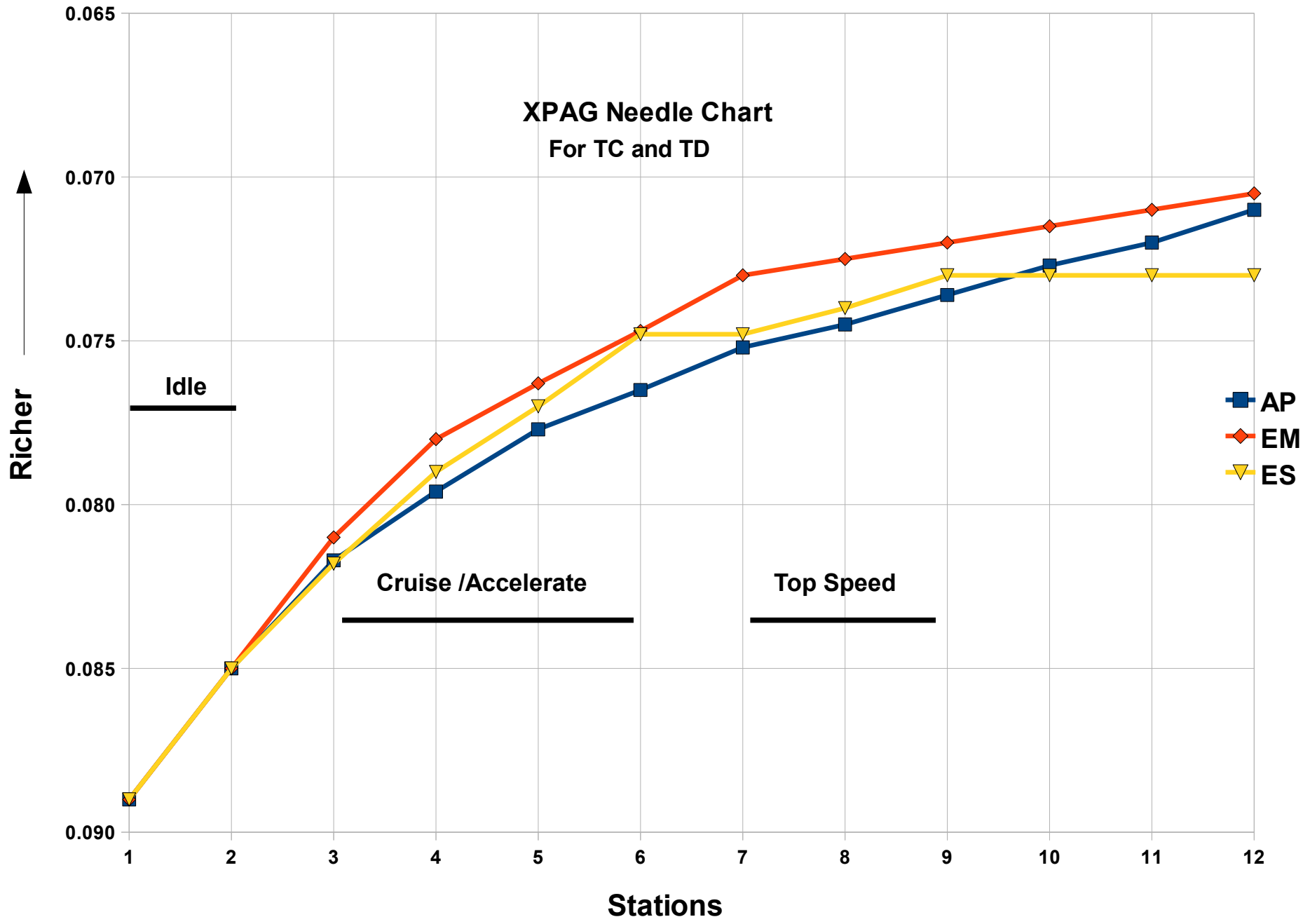
Y axis = Diameter of the needle in inches

Three needles are shown on each chart. The first three charts show the *Rich, Standard, and Lean* needles for each T Type. The fourth is a comparison between the standard needles of each of the T Types

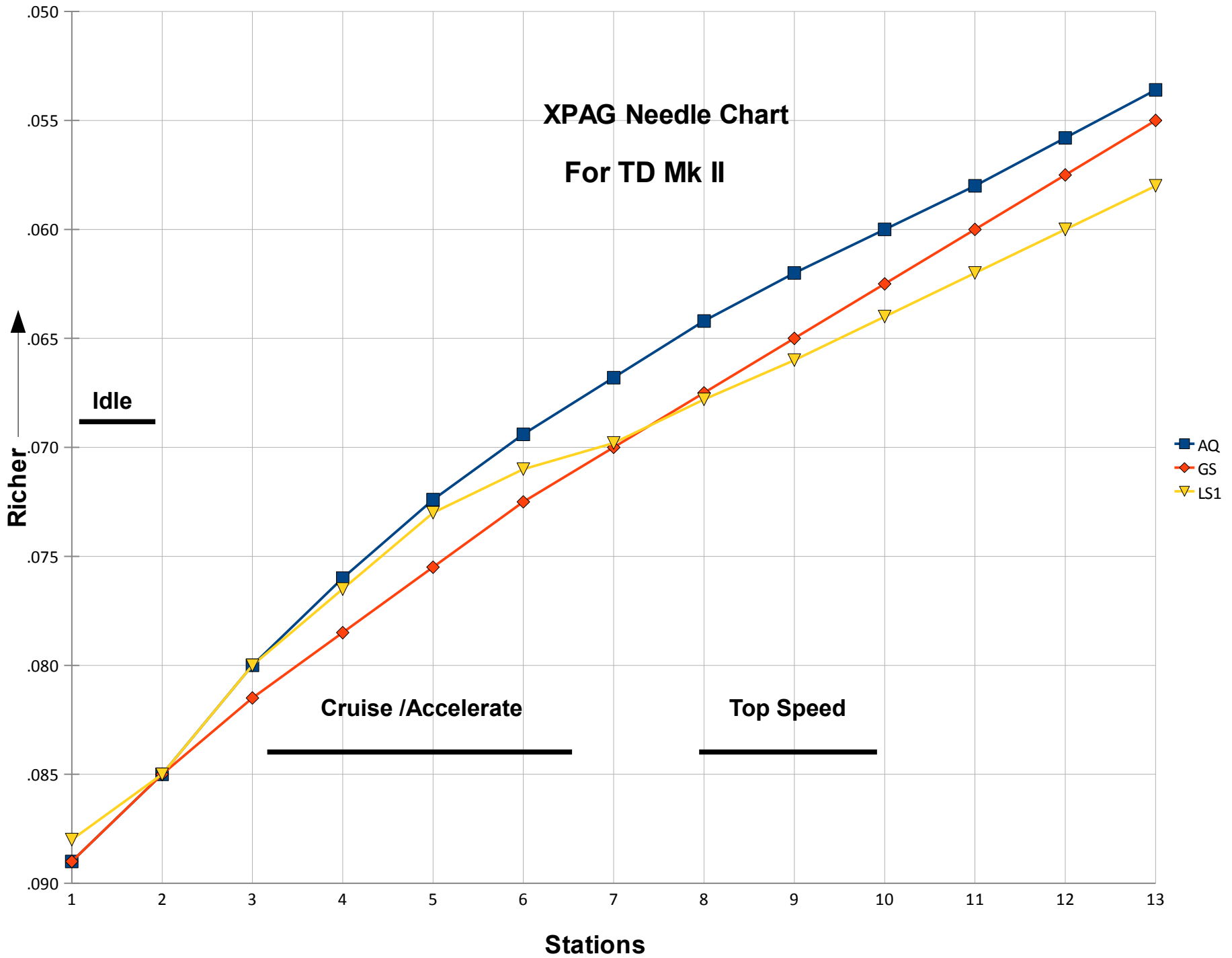
- **Some Points of Interest**

- Idle, Cruise/Acceleration and Top Speed bars give a rough rough guide as to the height of the needle above the carburettor bridge for various engine conditions Note: Stations above 10 (1.25”) are unused in 1 ¼ “ and above 12 (1.5”) in 1 ½ “ carburettors
- All needles are close to identical for the first two stations, particularly for the TC/TD needles
- Marked difference between the Std TC/TD and TF needles after the 6th station. This reflects the better breathing of the TF XPAG

XPAG Needle Chart For TC and TD

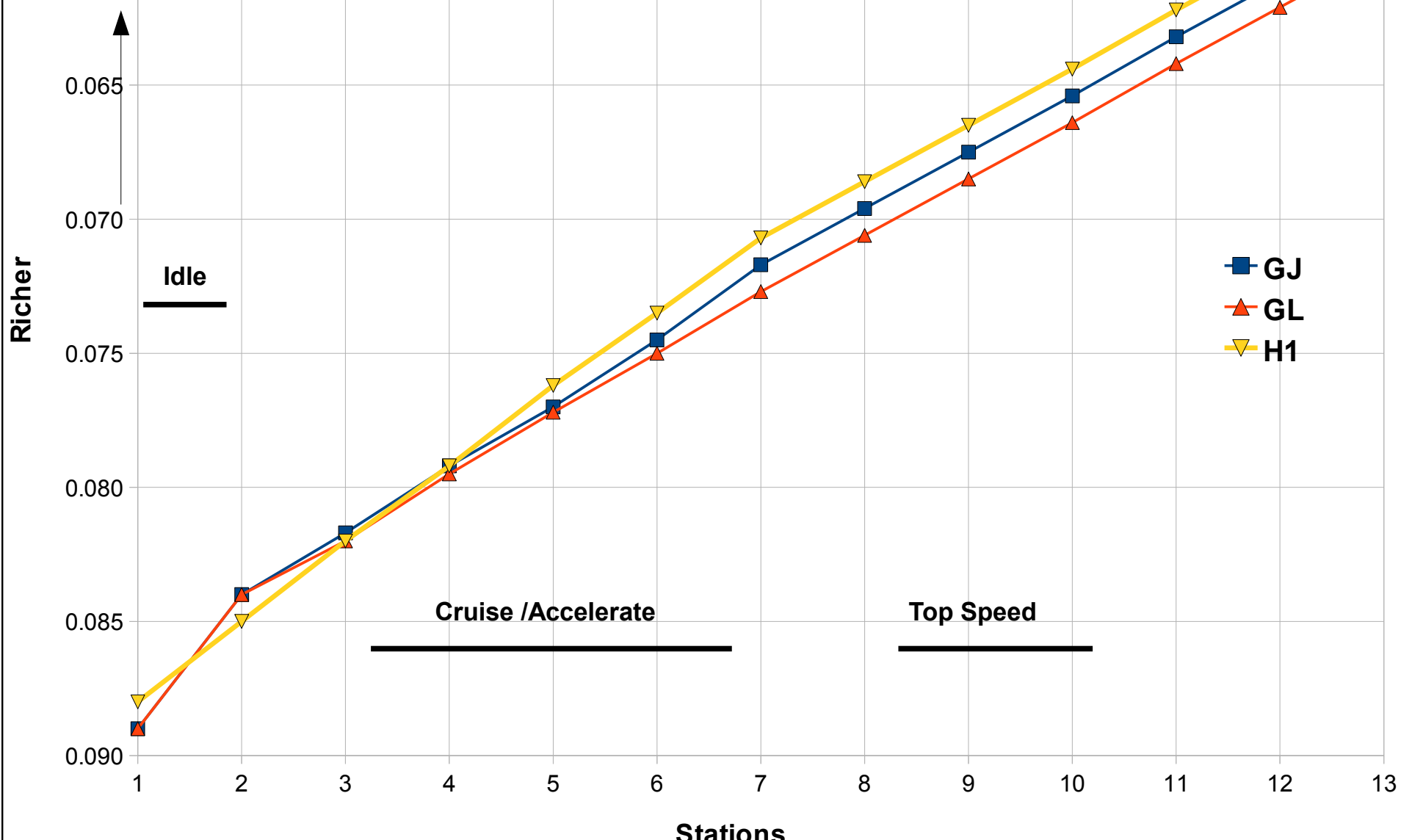


XPAG Needle Chart For TD Mk II



XPAG Needle Chart

TF 1250



Comparison TC, TD MkII and TF

Standard Needles

Richer ↑

Idle

- ES TC
- ◆ LS1 TD Mk II
- ▼ GJ TF

