

## **SU ELIMINATOR II TECHNICAL DATA**

### **HIF 1 3/4" 44MM integral float**

Use short dome (1042-0531)

Float bowl spacer 1042-0023 (For stroker engines that need more fuel)

Brass dome cap 1042-0564

Gasket 1094-0003

*Stock Applications: Shovelhead, Sportsters, Evolution Models*

*Supplied with kit as standard: .100 Mainjet – Piston Return Spring 4-1/2 oz. - BBT needle.*

*Stock 900cc Sportster: use BBD needle, 4-1/2 oz. spring, .100 mainjet.*

*Modified Shovelhead and Evolution engines w/headwork, cams, etc.: use BBT needle, .100 Mainjet, silver spring 8oz., (BBX alternative needle).*

*For STROKED engines the mainjet should be changed to Part #1109-0020 (.1015) or 1042-0071 (.1024).*

*You can buy our .1015 Main Jet or, use 101.5 drill bit on the standard Main jet. (for 93 cubic inches and up).*

**All needles for both Eliminator I & II are supplied with collar attached to shank for use as spring-loaded needles.**

*Needles: LEANEST to RICHEST- BBD, BBT, BBX, BCJ, BBZ, BBT standard.*

*Spare jetting includes a richer needle (BBX) and a leaner needle (BBD) or substitutes.*

*The mainjet is adjusted for starting purposes when shipped. If it ever becomes necessary during tuning procedures to turn the mainjet adjustment screw more than two full turns either way, a different tapered needle should be installed and the mainjet set to the neutral position for further tuning.*

*The tapered needle is fixed inside the piston. NEVER loosen the set-screw and raise or lower the needle.*

**The needle guide which holds the needle should be flush with the bottom of the piston.**

*Standard installed needle and seats are designed for gravity flow. For racing purposes or large stroker engines we suggest using our fuel bowl spacer, Part No. RE-680-S. This part will double the float bowl capacity.*

*Our TICKLER PUMP (Pat.No.4,228,110) is a pressure system. The pump is a press fit inside the body and **SHOULD NOT BE REMOVED**. The brass nut can be removed to clean the inside or change the viton cup.*

*If FUEL should drip or flow from the tickler pump, shut off the fuel immediately. The bottom cover will have to be removed to visually check the needle and seat or the float level. It is possible dirt will cause the needle to stick inside the seat. It can be removed for cleaning or lightly blown out with an air hose.*

*The float level should be checked and adjusted as shown in SETTING THE FLOAT LEVEL illustration.*

### **PISTON RETURN SPRINGS**

*Wider piston return spring is for new ball bearing carbs*

*smaller piston return spring is for older non ball bearing carbs*

