

# Stag Carburettor Conversion

## Strombergs v SU's

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In 1960 I purchased a brand new 1500cc Morris Major Mark 2 which had a single SU carby. In 1976 I traded this car for a second hand 1974 Mark 2 2000 Triumph Sedan which had twin 175 Stromberg Carbies. After the Major I was not impressed and enjoyed a love / hate relationship with the carbies. Then in 1978 I purchased a brand new 2500S which had twin SU's and was immediately happy.

Sometime later I was in a second hand parts yard and found a pair of 1.75 inch SU carbies from a 2500S complete with manifold and air filter canister. I then replaced the Strombergs on the 2000 with the SU's and the 2000 sat up and said "thank you"; it was a different car.

Having owned a 1974 Stag with twin 175 Strombergs I have never been really happy. Then I read an article in a Stag magazine which I get from the UK, in which the writer states that it is an EASY conversion to replace the Strombergs with HS6 internal bowl SU carbies from a Rover SD1.

So with this concept in mind I set out to achieve the swap.

**First problem:** to source the SU's. Apparently most Rovers of that era came to Australia with Strombergs. Eventually I found a pair in Adelaide. Thankfully, they bolt quite readily to the plinth that holds the Stag carbies, but then we discovered problem number two.

**Second problem:** the butterflies in the Strombergs rotate in the opposite direction to that of SU's. To overcome this it was necessary to rebuild the tower which the accelerator cable connects to. This involved some cutting and welding coupled with the need to employ new linkages etc. Doing this made me realise that the system is going to work, so it was off to the *Carby Doctor*, namely David at Murrumbateman, for a refurbishment.

Having the carbies married to the plinth and working OK, the next trick is to sit the plinth on the manifold, which revealed problem number three.

**Third problem:** the carbies and the rocker covers have a contact problem. To overcome this it was necessary to raise the carbies about a centimetre with the use of a spacer, which created problem number four.



**Fourth problem:** the retaining bolt holding the plinth is too short. No problem, a piece of steel rod, a couple of dies and presto, a new bolt.

So we are now ready to make the big switch. Off with the air cleaner and the Stromberg carbies followed by the removal of the centre bolt. First step is to insert the new centre bolt, and presto we have problem number five.

**Fifth problem:** the inlet manifold that I had borrowed to trial the exercise apparently came off

an earlier model Stag and the hole for the centre bolt is smaller than that on later model Stags. So another piece of thicker rod and more dies and we now have a bolt that fits. From then on, life became a little easier, but tedious, connecting all the hoses etc up.

Then came the big moment and presto the Stag burst into life. The car seems to run easier and seems more responsive to the LOUD pedal. Only time will tell as to what effect it has on the economy. Hopefully this should improve as the old Strombergs did appear to leak from the plug at the bottom of the bowls and also were in need of a major refit.

So in short, despite all the problems that needed to be overcome, I think the work has been worthwhile. One thing that the exercise does prove is that it is not a simple "lift off and put on" conversion as I was initially led to believe.