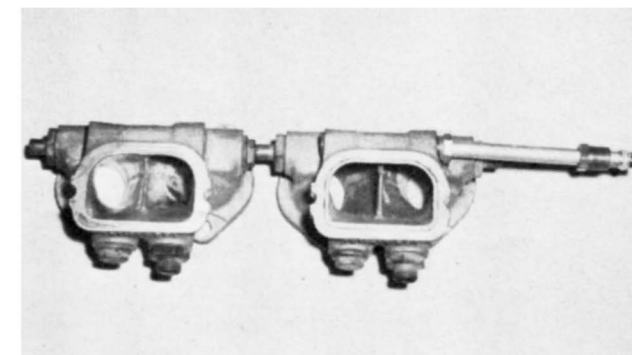


1 The stock casting on the right as issued by the factory is rough inside impairing performance of Mercedes 190 SL. Cleaning and polishing carbs (left) results in improved idling, acceleration and top speed.

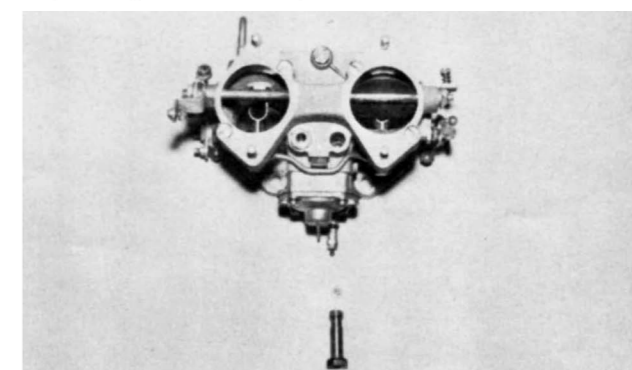
5 Steel wool is used to remove the tool marks made by high speed rotary file in the clean-up process. It also gives the castings a high polish.



6 Casting on left has been cleaned out to gasket line shown on stock unit at right. Shoulder in divider web between primary and secondary throats has been smoothed down so fuel will enter inside ports without interference.



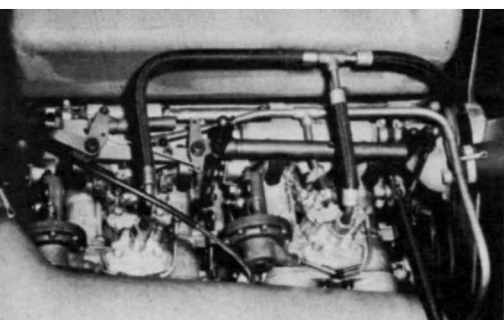
7 Main jets are removed from center of casting and then reamed down to .0135 from their original .0125 size. Shaft across throats carries choke valve for right hand orifice only; must cross left throat to convert to linkage.



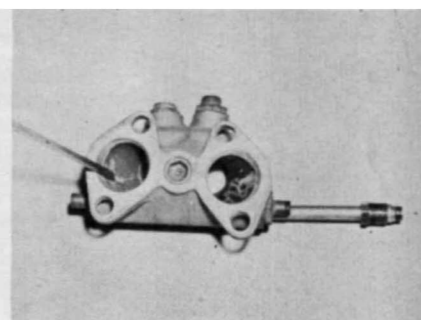
TWIN THROAT POWER

Your Jag or TR3 would breathe easier through these Solexes, here being tuned for a 190SL.

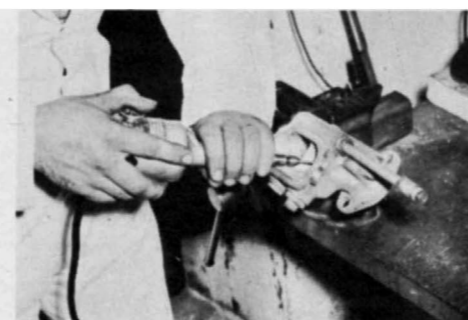
By PETER SUKALAC



2 When these two Solex carbs are working properly the engine idles easily at 1200 rpm, accelerates smoothly, and delivers highly increased top speed.



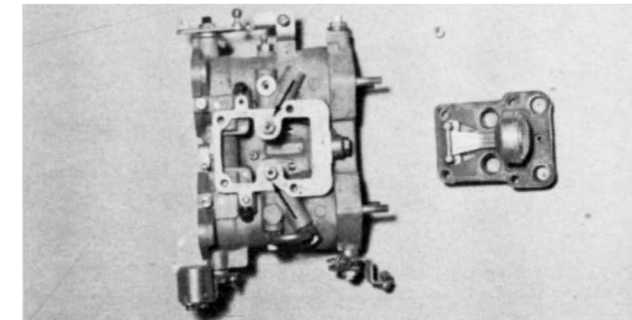
3 Screwdriver points out 1/4" high flaw which acts as an obstacle to the flow of air through the carb throat. Other barrel bears clean-up tool marks.



4 High speed rotary file was used to grind away the excess metal in the castings—giving a streamlined, smooth flow. Care is taken not to alter throat.



8 Standard drills in proper size were used to enlarge jets. Drill itself is held solidly in a pin vice and the jet is twisted, not drilled. Increases are made in small steps of one drill-size at a time to prevent gouging jets.



9 The two air correction jets (arrows) in top of carb body were enlarged by replacement to 180 size. Jets are set into hex sleeves so that they can be readily removed without danger of scoring or damage by screwdriver.

SUBNORMAL idling, acceleration and top speed of the 190 SL Mercedes can often be traced to the big pair of Solex carbs that live "up front" in the engine compartment. Like the well designed engine, the carbs offer the ultimate in performance if they are set up in the manner the engineers had in mind when the units were on the drawing board. Factory production seems to be the same whether cars, or their accessories, are made in Detroit, Coventry or Stuttgart. It gives the buyer the most for his money, but not without sacrificing the finer work done by hand on prototype machines.

The production castings used by Solex are often rough inside, and, though machined for a perfect mating to the intake ports, they present a not-so-smooth surface to the flow of mixture. Bob Newcomb and Kenny Meis of Six Point Auto Electric in Portland, Oregon knew from past experience with other induction systems that the rough interior of the manifold, was not going to add up to performance. To prove their point they took the carburetors from a misbehaving 190 SL and with the owner's blessing proceeded to refine them. The surface imperfections in the manifold throats were ground away with a high speed

rotary file. The same file was used to open up the throats to the diameter established by the factory machinists when they cleaned out the end of the ports. When the throats were clean the metal was smoothed with a high speed stone and then finished with steel wool.

Before reassembling the carbs the jets were all checked for proper size. It was found necessary to increase the openings in the air correction jets to 180's. The mains were then drilled out from their .0125 size to .0135. The floats were set at the recommended $1\frac{17}{32}$ inches.

After reinstallation, the car was put through its paces. First off we were able to bring the idle down to a smooth 1200 rpm, whereas the best we could get before was loping 1500. Jumping off dead stop was easier even during floor-boarded acceleration. The revs climbed without hesitation, and the flat spots so markedly noticeable at 30-50 and 50-70 when passing, were no longer detectable. Our acceleration time from zero to sixty improved from 13 seconds to 10 seconds, and this is pretty darn good for such a small modification. Try it! #