

Inlet Flow

Typical figures CFM @ 10" Vacuum

	Cyl's		Cyl's		Cyl's		Average
2000 MKI Saloon	6	5	4	3	2	1	
Standard	59	39	52	54	41	55	50
Balanced	60	59	60	59	58	59	59

Compliments the engine well with a noticeable top end power increase on modified engines

MKI GT6

Standard	n/a						
Balanced	70	68	70	69	69	70	69.3

2000 MKII Saloon & 2500 to 1974

Standard	75	42.5	75	74	43	72	63.58
Balanced	78	75	80	81	76	79	78.16

Benefits from un-restricting flow to Cyl's 2 & 5

2000 TC, 2500 TC 2.5 S 1974 SUHS6

Standard	83	81	83	78	77	88	81.66
Balanced	88	88	86	87	90	88	87.83

HS6 Manifolds exceeds the flow 70 cfm capability of the std 219016 cylinder head

GT6 MKII & III

Standard	78	51	75	74	50	76	67.33
Balanced	81	83	84	85	83	83	84

Benefits from un-restricting flow to Cyl's 2 & 5

Other Notes

CDS 150 Carburettor on manifold flows 84 CFM

CDS 150 Carburettor on manifold flows 91 CFM with a radiused induction stub

SUHS6 - bare 143 CFM without radius

SUHS6 - bare 154 CFM with radius

SUHS6 - bare 106 CFM with Factory Air Collector Box

SUHS6 - bare 112 CFM with Radiused Factory Air Collector Box

Removal of the factory HS6 collector box dramatically upsets fuelling, making the car undriveable with existing needles

PI Throttle Body

Bare 92 CFM

With Radius 100 CFM

With factory air filter box & hose 102 CFM

PI Throttle Bodies vastly exceed the 60 CFM flow capability of the heads they were fitted to

PI Throttle Body also exceeds the 70 CFM flow capability of a std 219016 cylinder head

Weber

SAH MKI 2000 triple Weber manifold bare flow 83 CFM

SAH MKI 2000 triple Weber manifold. With 38 mm Weber Alfa Throttle Body 79.5 CFM

Summary

Inlet flow is not about 'biggest is best', it is about compatibility with engine spec

The humble 2000 MKI manifold complimented the engines torque and throttle response despite its lower flow figures because it had good velocity.

Never enlarge the MkI manifold mis match, to match the head.

Mis match helps reduce flow reversion

The MKII to 1974 short tract version lacks torque, and only produces power if revved hard

The ideal inner tract would taper about 3 degrees along its length

General consensus is Strombergs give better throttle response than SU carburetors

Twin carburettor sizes jumped from 1.5 " = 38.1 mm, to 1.75" = 44.45 mm.

If the clock could be turned back, and I was a Triumph engineer, I would have opted for trialling 1.625" = 1 5/8" = 41.25 mm - Even if they had to be specially made

