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From Richard Noble:

Twin Carb. Manifold - A Theme Variation

Taking note of a) the recurring problems of carb. freezing when the manifold is altered (notwithstanding the ingenious cures on offer) and b) the excellent articles by Rev. Peter Low and other members on the prospect of twin carbs., I ventured into this unknown (for me) area. DellOrtos were either unavailable or too expensive. James Sherlock provided two 32mm Bings for £50. The idea of cannibalising the Citroën inlet manifold is good as it has some useful tight bends. However, I had difficulty in finding tubing or shims which would increase the external dimension of the manifold pipe to fit the internal measurement of the linking rubber pipe and carb. outlet. I finally used the existing Dyane manifold - using the top of the manifold pipework, cutting part of the casting with the pipe. You will find that this casting, with a little grinding circular and short extension back down the pipe with chemical metal gives you circa 42mm - just right for the internal diameter of the rubber tubing. (On the question of rubber tubing, I didn't bother with the standard and expensive BMW linking tubing - I would not like to mount the Bings on a shaking Citroën engine with just circa 3cm of rubber, even with strong Jubilee clips).

From the engine end of the manifold pipe, I cut off the flanges and ground them flat. Having positioned the pipework to ensure the carbs. would be as level as possible, I cut off the surplus metal tubing, but at a slight angle. The carbs., as previously mentioned by Peter Low, end up very close to the brake callipers and by offsetting the manifold pipes fractionally outwards, the carbs. miss them entirely. The pipe ends squeeze in a vice to follow the mouth contours of the flange. I didn't want these to fall off, so my limited welding ability took a back seat and for a fiver, they were professionally welded onto the flanges. Two 7cm lengths of heavy duty fuel hose from a local agricultural engineering company and three Jubilee clips each side has the Bings mounted securely and level, right behind those nice warming pots ! Incidentally, I have followed the advice of Brian Sutcliffe, Dave Dingley and Tom Lucas in fitting 28mm restrictor discs in the rubber mounting and a return pipe of rubber/8mm copper/T-piece back to the fuel tank. Tweaking the float levels and now, no flooding. An almost perfect result on a 1981 engine !

Fuel Pipe Cost Cutting

Having mounted my Monza fuel filler cap with cone base to the centre rear of my Lambda 3 boot, aesthetically the right place in my opinion, I was left with 10cm of space before a tight bend over the rear wheel arch - too tight for standard reinforced fuel pipe. Aircraft quality flexible tubing, certainly that was available to me at 80p per INCH (!) plus VAT and carriage (Europa Cars). A visit to the local municipal tip and they had all sorts of aluminium tubing - after a rummage, out came five feet of 50mm ali. thin walled tubing at the astronomical cost of £1. So, by using this on the long diagonal run through the boot floor and joining top and bottom to the cap base and tank with shorter lengths of rubber pipe and Jubilee clips, the cost of the filler pipe is very reasonable. Apart from cost, it is a safe metal pipe in the boot rather than rubber and is easily accessed for perhaps an overflow pipe for you twin Bings ? It also provides a rigid support for the tank breather pipe, 8mm copper running to the highest point and back down beneath the boot floor - no kinks or flat bits to stop the air flow !