Jaguar forum comments from past

If the slight curve of an XK-E triple SU manifold costs 15-20 horsepower over a Webber straight six manifold. Then the much sharper curves of the duel Stromberg manifolds is likely responsible for the majority of the difference… Not the size of the Carbs…"20 hp difference at similar peaks (5400 vs 5500 rpm) . This also implies that the triple SU carbs are not the limiting factor to output, which I think is true. The factory also claimed a 10 hp design difference"

"It would be an interesting experiment to put three 1-3/4 Stromberg's on a Triple SU manifold and see if indeed makes the same power…{(I suspect that's likely)" **original poster}**

> ***""I did this with a 420 triple manifold and exhaust headers, but did not do a DYNO check. "Seat of pants" results, indicated a huge improvement""***

 "Believe it or not I FINALLY sorted out my 68 E type. A few years
ago I converted my Stormberg's to 3 SU's and tried everything to get
them to perform properly. New ignition parts (all) rebuilt carbs
of course (twice), new exhaust, new distributor, fuel pump,
filters, lines gas and changed the plugs to a new heat range.
**Found the problem after my mechanic got new carb needles from Joe
Curto in Queens, New York. He diagnosed the break-up at high RPM
problem immediately.** Wow, cars runs better than it ever has and is
now the great sports car it was meant to be."

"With regard the 1-3/4-inch Stromberg's versus the 2 Inch SU's "

"I've had enough of each on my flow bench to confirm that the 1-3/4-inch Stromberg's flow right around 200 CFM and the 2-inch SU's flow right around 315 CFM."

3ea SU's at **945 CFM** are not the limiting factor in power output.

3ea 1-3/4-inch Stromberg's would flow right around **600 CFM**

2ea 1-3/4-inch Stromberg's would flow right around **400 CFM**

Carburetor sizing Formula: ((Cubic inches x max HP RPM x 85%) / 3456) x 1.10 {+ 10% cushion} =   380 CFM (cubic feet per minute)

XKE S1.5 with the 256 cubic inch engine at 5500 RPM, with 85% volumetric efficiency would need 350-380 CFM of carburetion.

> **Several references to higher cam duration, higher lift cams, bigger intake valves, ported cylinder head and exhaust headers would require more than the original 400 CFM of carburetion.**