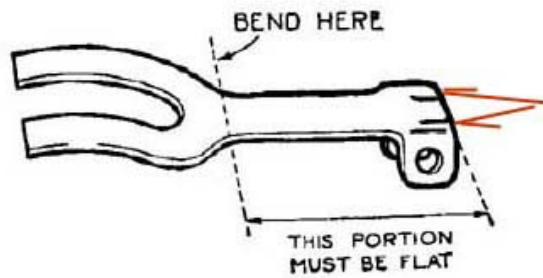


## FLOAT LEVER DROP ADJUSTMENT by Dave DuBois

One of the causes of float bowl overflow, especially if the car has sat for a long enough period that all of the gas has evaporated out of the float bowl, is what was called excess float drop in the days of carbureted engines. What this means is that the float or, in case of the H type carburetors found in the T series cars, MGAs and Magnettes, the float lever drops so far down that it traps the needle from the needle valve against the straight section of the fork and jams everything together so that the fork cannot raise to push the needle against its seat to shut off gas flow (Note: This only happens when needle valves are used to shut off gas flow, regardless of make of the valve. It will not happen when Gross Jets are used in place of a needle valve). To check if this condition exists in one or both of the carburetors in your car, remove the float bowl lid and hold it in the same orientation as it is on the float bowl. With the other hand, push the fork/lever up and see if it moves up smoothly to push the needle against the seat of the needle valve. If instead of rising smoothly, the fork/lever catches against the needle, then it is dropping too far down and trapping the needle in the down position.

The permanent fix for this situation is to cut slots on either side of the straight section of the fork, next to the mounting holes (see accompanying photos below). These slots (some forks come with the slots already cut) form a tab that can be bent down to limit the amount the fork will drop by hitting against the stop peg. You want to adjust the amount of fork drop by bending the tab to the point where the needle valve will open but the needle will not become jammed and cause the float bowl to overflow.



Cut slots  
here to  
make tab  
that can be  
bent down  
to limit fork  
drop

