

## The N. H. Holly And Ford Carburetor

Adjusting carburetors for proper "air-gas" mixtures, from idling speeds thru driving speeds, presents problems to many "T" owners. High speed settings tend to "load" the motor while idling. Low speed settings create too lean a mixture for high speeds.

The small idling tube in these carburetors often clogs up during the period of inactivity, prior to the restoring job.

The tube referred to is "B" in Fig. 1 and "A" in Fig. 2. Many "T" owners are not aware of the fact that these two small holes exist, as they are in a rather hidden location.

To check these tubes:

1. Remove carburetor bowl "C", Fig. 1.
2. Remove needle valve (adjusting stem).
3. Place palm of one hand over air intake "B".
4. Place one finger over needle valve opening "E".
5. Have another person or mirror available.
6. Blow smoke through opening "F".
7. Observer should indicate whether or not two round streams of smoke are freely pouring out of these openings.

If these openings are found to be plugged or partially plugged:

1. Remove brass plug "A" located on face of the flange. It may be necessary to remove this plug by drilling.
2. Run wire in from both ends of tube until cleared.

The adjustment of the float is important. Turn carburetor upside down and adjust float hinge to dimensions "G", Fig. 1. Measure at location opposite to hinge.

Incorrect float height often causes difficulty in starting the motor, especially when it's cold, as a considerable amount of gas starvation to the tubes takes place when float is adjusted to a lower level than shown on sketch.

