GENERAL GUIDELINES FOR ADJUSTING BRASS AND NITROPHYL FLOATS

Two methods of float adjustment are provided for with Holley performance carburetors depending on the style of float bowl and needle and seat assembly employed. They are the internal (dry) setting and the external (wet) setting. The internal float adjustment is accomplished with the fuel bowl off the carburetor. With “internally adjustable” needle and seats, the fuel bowl is inverted and the float tang, or tab, is adjusted to the point where the float surface is parallel to the fuel bowl surface, just underneath. An initial dry setting can also be accomplished with “externally adjustable” needle and seats. To achieve this, invert the fuel bowl and turn the adjusting nut until the float surface lies parallel to the fuel bowl casting surface underneath.

Another, more accurate adjustment can be made with the side hung style float if measuring gauges, such as drill bits, are available. Here, with the fuel bowl inverted, the primary float can be adjusted to the point where there is a 7/64" gap between the “toe” of the float and the bottom of the fuel bowl surface underneath. The float “toe” is the part of the float furthest from where the arm is attached. The secondary float can be adjusted to the point where there is a 13/64" gap between the “heel” of the float and the bottom of the fuel bowl surface underneath. The float “heel” is the part of the float closest to the point where the arm is attached.

A “wet” level float adjustment can be performed on either the side hung style float if measuring gauges, such as drill bits, are available. Here, with the fuel bowl inverted, the primary float can be adjusted to the point where there is a 7/64" gap between the “toe” of the float and the bottom of the fuel bowl surface underneath. The float “toe” is the part of the float furthest from where the arm is attached. The secondary float can be adjusted to the point where there is a 13/64" gap between the “heel” of the float and the bottom of the fuel bowl surface underneath. The float “heel” is the part of the float closest to the point where the arm is attached.

WARNING: Caution should be exercised when doing the wet level float adjustment. Fuel at the needle and seat is under pressure from the fuel pump. Some may leak out when the adjustment is made and shop rags should be available to immediately wipe up any fuel spillage. Gasoline is flammable and proper precaution should be taken.

CAUTION: Once again, remember that these are general guidelines for adjusting floats. Your particular application may require additional fine tuning over and above these listed procedures.

NOTE: The float adjustment feature on Holley carburetors cannot cure a poor running engine, a bad ignition system, a clogged fuel filter, an improperly operating fuel pump or fuel pressure that is too high or low. This adjustment is provided solely to ensure that the fuel in the bowl can be adjusted to the correct level for the carburetor to perform its function. There is no need to “wrench” excessively on the adjustment nut. A quarter of a turn one way or the other should be enough to bring you into spec.