

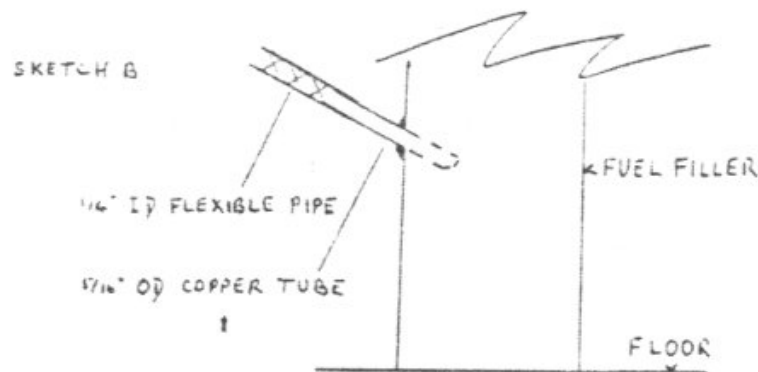
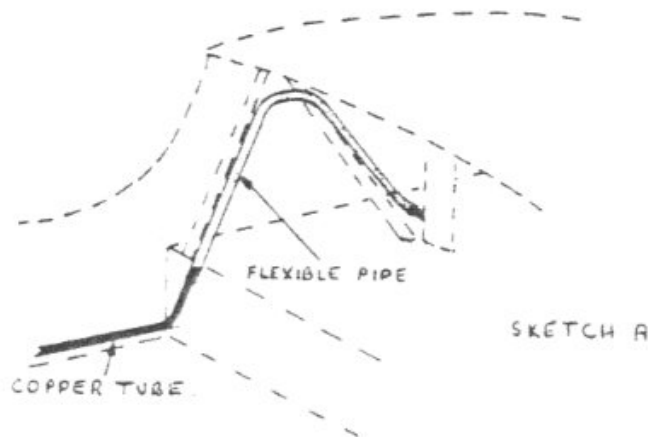
HINTS AND TIPS

From Brian Sutcliffe:

(46) 5/6-96

Bing Carburettors - Flooding. A Simple Solution

Over a year ago, I fitted twin Bing carburettors to my Lomax 223. The improvement in performance so impressed a friend of mine that he did the same. However, we were both plagued with the problem of 'flooding'. He came up with a simple solution which I incorporated into my car and we have both seen a complete cure to the problem.



Basically it is to provide a return pipe back to the fuel tank, using small bore pipe which offers sufficient resistance to the fuel flow to ensure the fuel requirements of the carburettors are met at all throttle openings. To do this, fit a $\frac{1}{4}$ " tee-piece in the fuel line close to one of the carburettors. Using a flexible $\frac{1}{4}$ " inside diameter fuel line, connect one end to the tee-piece and the other to a $\frac{5}{16}$ " outside diameter copper tube (8mm microbore central heating pipe is ideal -ED) which I have run from the bulkhead along the body to a point behind the driver's seat where the inverted 'V' seat belt cage is anchored. From that point, using $\frac{1}{4}$ " flexible pipe, affix to the inverted 'V', taking the pipe to the highest point before descending to make entry to the fuel filler pipe just above boot floor level (Sketch A). Entry was effected by drilling a hole in the filler pipe to take a short piece of $\frac{5}{16}$ " outside diameter copper tube. This was then soldered into the filler pipe as shown (Sketch B). Although plastic pipe is suitable for connection into the fuel filler pipe, it is preferable to use rubber pipe within the engine compartment.