

### **CHECKING & SETTING FLOAT HEIGHT:**

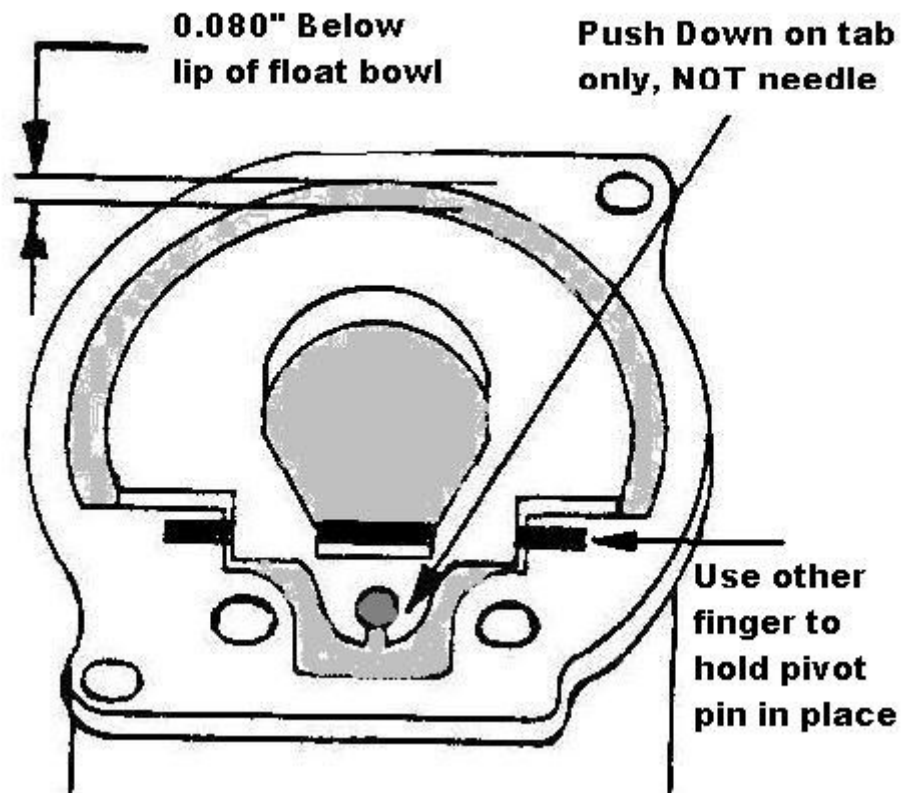
Improper float level can be determined by several factors

- fuel leaking out from the gasket joint (too high)
- fuel spilling out the intake holes at the rear into the air cleaner (too high)
- rich running, erratic idle (too high)
- slow to tickle (too low)
- lean running (too low)

There is a very simple method to checking the float height, without special tools or risking the chance of spilling fuel and a fire. This is taken straight from the Triumph Factory Service bulletins. This is how they were set up in the factory and is good enough for general running, including Norton Commandos and BSA's. This setting is good for singles, twins and triples. For down-draught carbs that slope down (i.e. on Atlas), the setting will need to be adjusted to suit using other methods (see below).

The setting is **080" (80thou) or approx. 2mm BELOW the back edge of the float bowl.** This is the measurement of the TOP edge of the plastic float to BELOW the top edge of the float bowl. Make a scribe mark on the metal float bowl and eye sight the plastic float when the float needle is seated by gently pushing down on the two pronged tab, using a spare finger to hold the brass pivot pin in place..

**ADDENDA: May 2010** - The Norton ATLAS/DOMI engine with the carbs tilted forward, require a different setting. From what I have found is original spec noted as 3/32" ABOVE the float bowl (~94 thou). However in measuring several carbs, there is not enough clearance for 94 thou, it measures closer to 75 thou. In any case you can measure the recess in your carb and thickness of gasket and calculate a theoretical maximum float height - leaving at least 10 thou clearance.



To adjust the seat height, DO NOT try and bend the plastic tab, it has memory and will not stay adjusted. Heat the float bowl on hot water then use a 1/8" drift to move the brass seat in the float bowl itself. It is a tight fit, but can be moved with gentle tapping. Adjust from underside to lower float height, from top side to raise the float level. The Factory suggested heating with a propane torch, but as a measure of safety, I do not recommend this due to gasoline fumes and possibility of explosion.

