



From the Garage

by Paul Hunter

Providing a healthy fuel supply

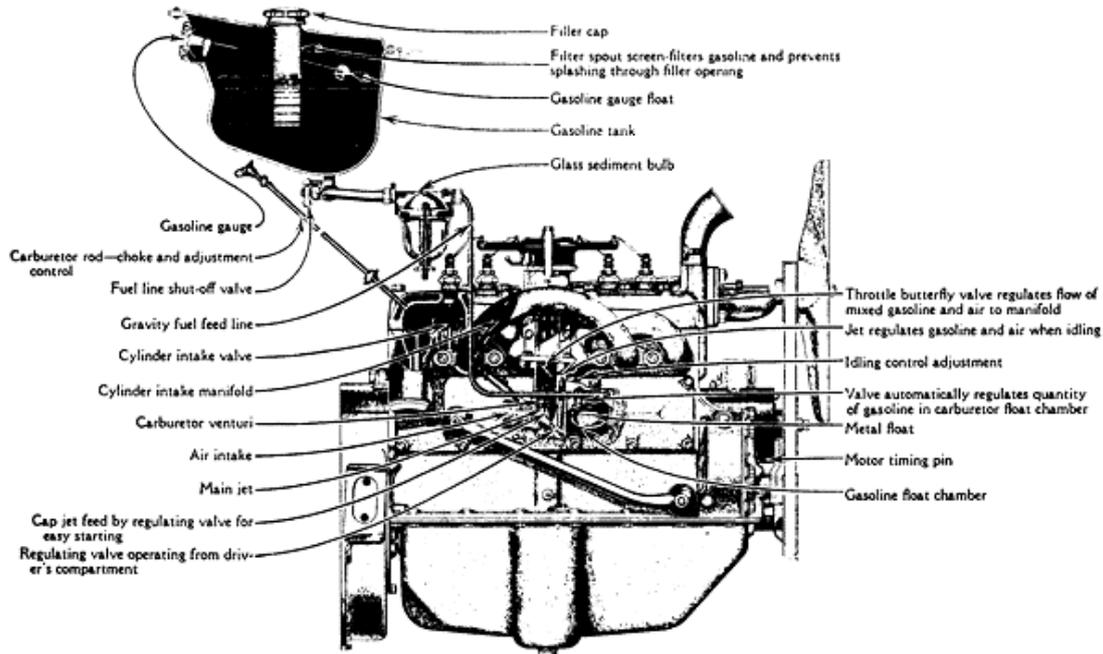
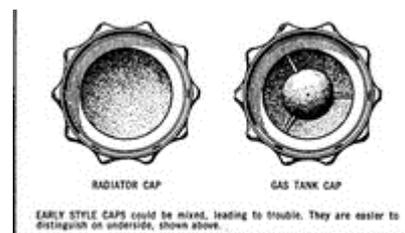


Photo reprinted from How to Restore Your Model A Second Edition

When Model As were being produced, only "straight run" gasoline was available with an octane rating of 60-70. Today's gasolines / fuels will do just fine and well tuned engine should deliver fuel economies of around 20 + miles per gallon. The Model A Ford boasts one of the most straight forward and dependable fuel systems ever designed. A casual examination of the illustration will serve to emphasis the gravity feed concept. The fuel flows downhill from the tank to the carburettor. To ensure that we do get a good supply of fuel to the engine there are several areas that we should not overlook.

Four different gas tanks were made for the Model A. the 1928/1929 gas tank is a 10 gallon tank with a screw on (threaded) type gas cap. The 1928/1929 style gas tank also includes the firewall as part of the tank structure. The 1930/1931 gas tank is an 11 gallon tank with a twist lock type (not threaded) gas cap. The 1930 / 1930 style gas tank sits behind the firewall and therefore does not include a portion of the firewall. Some of the early 1930 tanks used the 1929 style instrument panel (smooth finish). These 1930 gas tanks had a screw on type gas cap. The fourth style gas tank was used on the late 1931



indented firewall. It was the same style as the 1930 / 1931 tank except that there was no shut off valve on the bottom of the tank. *It is very easy to mistake the radiator cap for the fuel cap, the issue here is that the fuel cap is vented and using the radiator cap will starve the carburettor of fuel.*

Next check the fuel line for obstructions, turn the gas shut off valve OFF and then disconnect the fuel line from the carburettor, connect a length of hose to direct the fuel into a container. Open the shut-off valve, there should be a good steady stream of fuel from the line. If not, remove the line to clear any blockage. The blockage may be from rust or foreign matter in the tank. You may have to drain the tank and remove the shut-off valve and inside fuel line to clear all matter. Try blowing through the line before disconnecting everything. You may also have clogged jets in the carburettor. It may need to be cleaned. Also, if you have a cast iron type sediment bowl on the firewall, it may need to be cleaned and the filter replaced.



A small screen filter can be inserted into the top of the fuel shut off valve (available from Model A parts suppliers) that will screen out most sediment from the gas tank.



For the aluminium fuel sediment bowl, it too requires a regular clean out of the top filter screen.



Often perceived carburettor problems are actually the result of using improper procedures. So, applicable procedures are documented here.

Starting Procedure

1. Engage emergency brake by pulling back on it.
2. Push lever left of steering wheel (Spark Control) all the way up (Retard)
3. Pull lever right of the steering (Hand Throttle) half way down
4. Turn Gas Valve under dash on passenger side to open (Pointing down)
5. Turn Choke Control Valve (under right side of dash) full clockwise and back off 1/4 turn. If it's quite cold out, it may be better to open a full turn.
6. Turn Ignition Switch on (Clockwise)
7. Push in clutch and put Transmission in Neutral
8. Pull Choke Control Out
9. Turn engine over 3 Revolutions – Choke in on 3rd Revolution
10. When Engine Starts – Push Throttle Lever (Right Lever) Up
11. Put Left Lever all the way down. (Depending on how your engine is timed, 1/2 to 3/4 down might be better.)
12. Allow Engine to Warm Up. (The accelerator pedal will need to be used to keep engine running until it warms up.)
13. Turn Choke control (actually GAV) clockwise to smoothest operating condition.
14. When starting an engine, which is already warmed up, omit Choke steps.
15. Always put Left Lever (Spark Retard Position) all the way up when starting & then down when driving.
16. ***Have Fun Driving!***