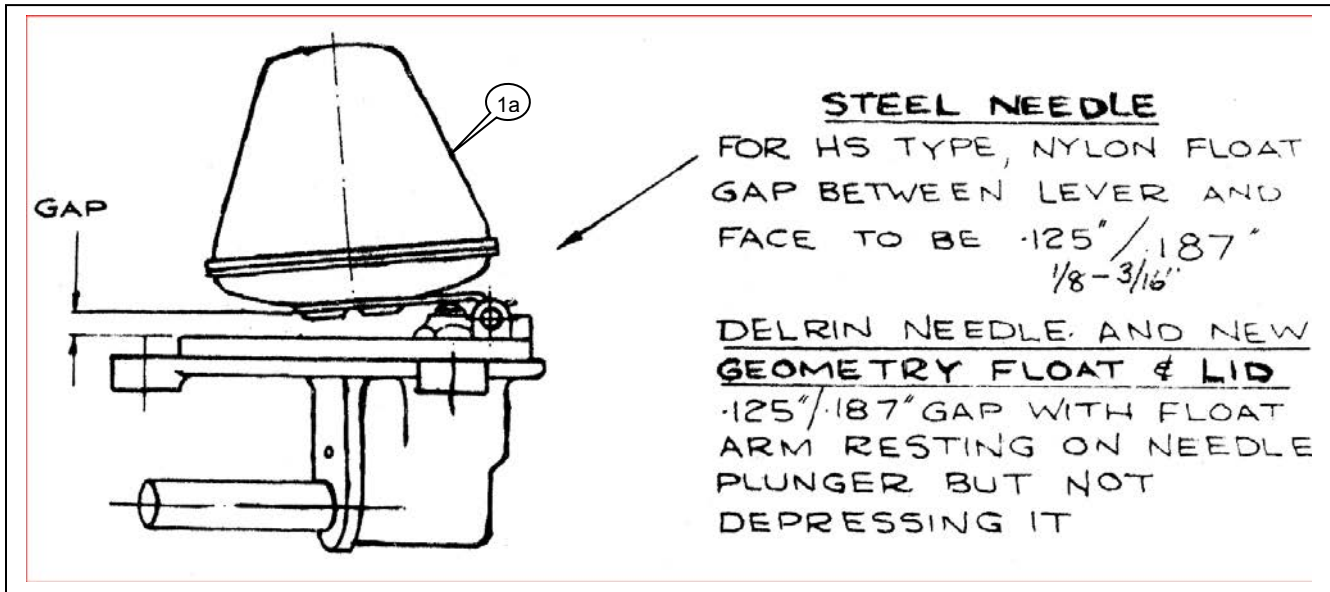


Supplemental Information & Instructions
for
WZX1300 All Nylon SU Carb Float (adjusted w/shims)
and
378-470 Nitrophenyl SU Carb Float (with adjustable hinge)
For HS Type SU Carburetors

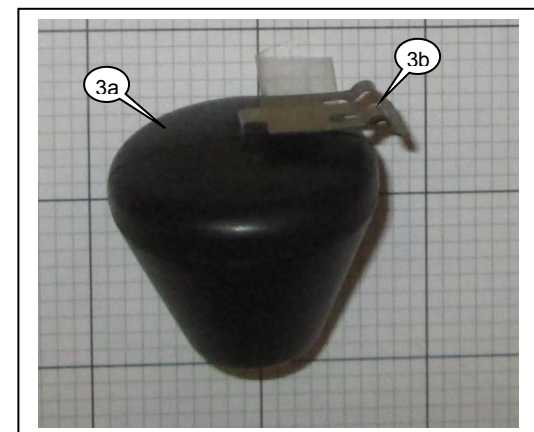
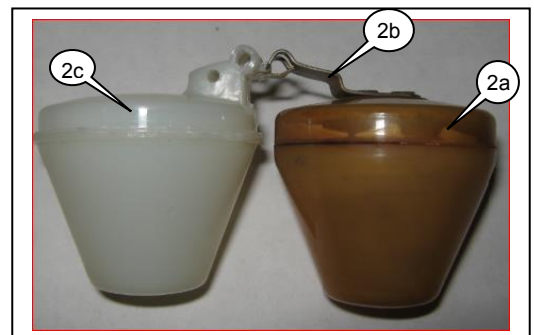


Back in the 80's, we received a shipment of SU floats. In one of the boxes there was a piece of paper that detailed the adjustment procedure for a range of floats. Unlike so much of the "official" SU documentation, this appeared to be a Xerox copy of someone's hand written notes. We assume this interim version was replaced by a printed version at some later date, but we've never seen a copy.

A little history...

In the 1970's SU superseded an entire range of float lids to a new design that allowed them to cover a variety of applications with fewer individual part numbers. The original floats (2a) with the bendable metal arms (2b) were replaced with new all-nylon floats (2c) at the same time. The all-nylon design eliminated the bendable arm used to adjust the float height. Instead, the float height was adjusted by placing one or more washers (shims) under the needle & seat. When ethanol fuel blends came into use, it was quickly determined that the Nylon floats were going to have to be retired because when they were exposed to some blends, the seams tended to open up, allowing the float to fill and sink.

A new float (3a) was developed based on a material called "Nitrophenyl", a molded closed cell foam with a solid core and a tough skin. The solid core of expanded foam means it can't "fill up and sink" even if you poke a hole in the skin. The material is also inert when immersed in today's gasoline blends, including ethanol based compounds. When deciding which version of the float to make, there was no contest- the earlier float with the metal tab or hinge (3b) was the obvious choice.



Adjusting the Float Height

The float height should be within the specifications (1/8" or 0.125" to 3/16" or 0.187").

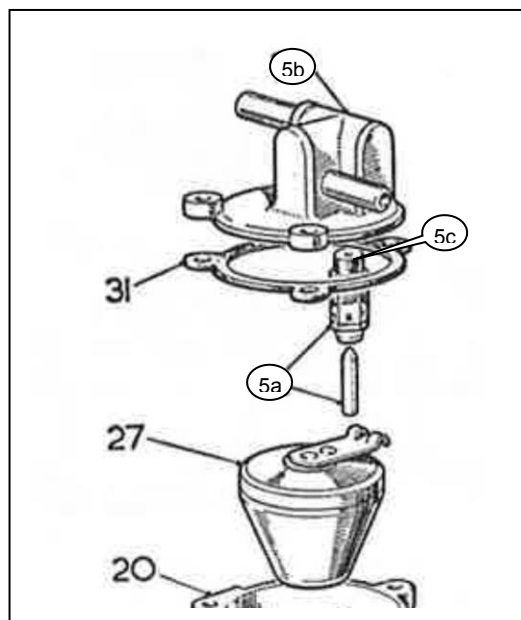
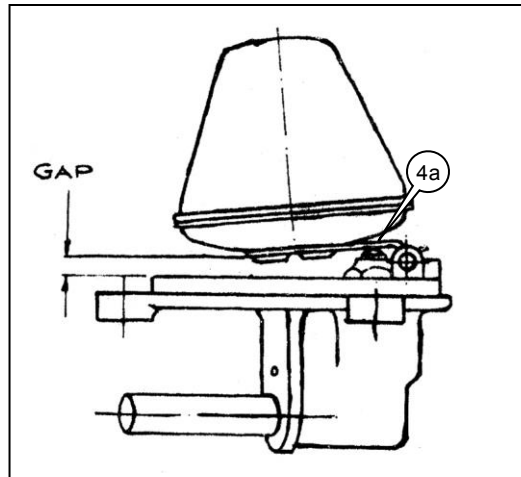
Hold the float lid assembly in the inverted position and measure the gap between the float and the lid. This can be done most conveniently using the smooth shank of a drill bit.

Small adjustments can be made by bending the metal lever arm using a pair of pliers with thin flat jaws. **Do not try and bend the metal arm by grabbing the float itself.**

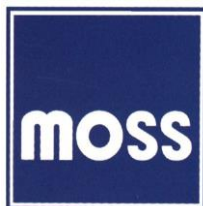
If more adjustment is required than can be achieved by bending the arm, you will need to add a shim or shim(s) under the needle and seat assembly (5a).

Moss carries individual shims as 378-471, and they are 0.015" thick.

Remove the needle and seat (5a) from the float lid (5b). The shims go over the threaded end of the seat (2c). Add or remove washers as necessary to achieve the correct float height. *Take care as you thread the seat back into the float lid. The threads in the lid are easily damaged, and cross threading the seat will ruin your day.*



Although every effort has been made to ensure the accuracy and clarity of this information, any suggestions that you may have that will improve the information (especially detailed installation notes) are welcome. Please use the simple email form on the "Contact Us" page on the Moss website: <http://www.mossmotors.com/AboutMoss/ContactUs.aspx> If you prefer, you may call our Technical Services Department at 805-681-3411. So many people call us for help that we are often not able to answer the calls as fast as we'd like, and you may be asked to leave a message. We respond to every call for help as quickly as we can, which is normally within 2 business days, but when the volume of calls and emails is high, it may take longer. We apologize in advance for the inconvenience.



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