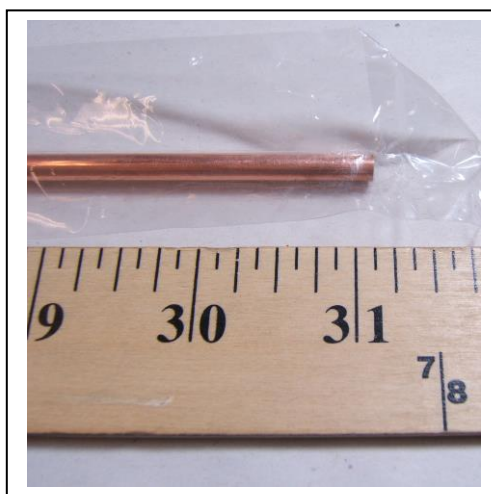


Supplemental Information & Instructions for 451-250 or AUC1866 Float Chamber Overflow Pipe Austin Healey, Jaguar, MG T Series, MGA, Sprite-Midget, &Triumph



These pipes are open to the atmosphere, for two reasons: first (and most important) they allow the fuel coming into the float bowl to displace the air in there so the fuel can reach its correct level in a timely manner. Second, if the float valve (needle-and-seat) should stick open (as they do when a bit of grit is trapped on the mating surfaces) the fuel will be piped out and down – away from the engine. If the fuel could not escape through the overflow pipe, it would pour down the carburetor throat into the engine. With that much liquid gasoline, not all of it will vaporize before the spark plug fires. The fuel that does vaporize will make the mixture so rich (as if the choke were engaged) the car will belch black smoke out the tailpipe. The engine will eventually flood and die. The liquid fuel that reaches the cylinders will flush the oil off the cylinder walls and wind up in the crankcase. If it happens frequently, the loss of the oil film on the cylinder walls can cause premature wear. With gas in the sump, the oil is being diluted and the oil needs to be drained and replaced as soon as practical. We have heard that under the right conditions, gasoline vapors can be ignited in the crankcase with spectacular results, but we are still waiting for pictures.

Routing the pipes in other vehicles should be covered in the workshop manual. One exception is the MG T Series. Originally, both overflow pipes ran to the front of the engine, passing over the top of the front bearer plate, and secured in a brass clip held by one of the bearer plate bolts close to the timing cover. Over time, the pipes tend to get beat up, and kinked. They are a aggravating to deal with, and many of the pipes have been shortened. Some are just long enough to put the open end of the pipe even with the bottom of the float bowls. This allows the float bowls to breathe properly but would cause a problem if the float bowls were to overflow and fuel hit a hot exhaust system. A hot exhaust manifold will vaporize the fuel which makes fire a real possibility.

*Although every effort has been made to ensure the accuracy and clarity of this information, errors and/or omissions on our part are almost inevitable. 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 apologize in advance for the inconvenience. We will get back to you within 2 business days.*



Moss Motors, Ltd.

440 Rutherford Street, Goleta, California 93117

In the US & Canada Toll Free (800) 667-7872 FAX (805) 692-2510 (805) 681-3400

Moss Europe Ltd.

Hampton Farm Industrial Estate, Hampton Road West, Hanworth Middlesex, TW13 6DB

In the UK: 020-8867-2020 FAX:- 020-8867-2030

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