

## **Repairing a Cork Float in an Early T Carburetor**

You normally will find the cork float is dry, warped and sometimes broken if you rebuild an early T carburetor. At this point we think it would be easier to find a similar brass float from another carburetor or find another complete carburetor rather than to repair the cork float. But hold onto that float! There is an easy AND foolproof method of repairing this little piece of cork, and once the repair is made you will never have any further trouble with the float.

The only stipulation is that the float must be able to be glued together and be complete. It can be glued back together using regular white glue (like Elmer's glue) if it is broken. Let it dry overnight. If the float is warped, try to straighten it out by pinning the float to a flat surface, and once the glue has dried it will remain straight. Next, go to your local hobby shop and purchase model airplane dope (the color doesn't matter, but I've been told that red makes a T go faster). You will need enough dope to submerge the float in a one-pound coffee can (about one inch of dope in the bottom of the can works fine). Put a wire through the brass loop that holds the float to the carburetor and place the dry float into the dope. The dope is lacquer based so be careful of the fumes. Once you have submerged the float into the dope, take the float out and let it air dry. Do not let dope get on the wire or the brass loop, as this will cause the float to stick in the carb. Just submerge it far enough to cover all of the cork. Dip the float at least two more times. With three coats of airplane dope, you have effectively sealed the cork float. The dope is very light and gasoline has no effect on the dope.