

SAVVA Technical Tip 124 – Priming carburettors

Priming carbs after a car has been standing for some time has always been a problem. A solution often used is to fit an electric fuel pump to prime the system. However, on very early cars this can be difficult especially if they have a six volt system or an early carb with a needle and seat of dubious quality.

A solution has been forwarded by Ian Otridge – it's so simple. To quote Ian:

"I got around the problem of priming the carb on my 1929 Chev by fitting a rubber bulb, the same as fitted to outboard motors. I fitted it between the tank and fuel pump. I now just squeeze it until it gets firm and the car starts at the first turn. It was cheap, simple to install and easy to hide, and works like a dream."

Many thanks Ian.

For those of you who haven't owned outboard motors -

You have a petrol tank which stands somewhere in the boat and is connected to the engine with a length of flexible rubber hose. To prime the system there is a "squeezy" rubber bulb in the line. One simply squeezes the bulb which sucks petrol from the tank and in turn pushes it into the carb. When the carb is full the bulb becomes firm. Basically, it is a rubber bulb with a non-return valve much the same as fitted to a mechanical fuel pump. It does the same job but without having to crank the engine.