

## GET READY FOR THE SPRING DRIVING SEASON!

**W**e have not written in awhile. There is only so much one can write on carburetion, with out being redundant. At Pony Carburetors, we get an influx of calls during the late winter and early spring dealing with startup issues. This guide will solve most if not all of your problems.

### WINTER ADDITIVES

It has been our experience that additives are if anything detrimental to fuel systems. We see coatings on throttle plates, shafts and other metal parts. On certain types of carburetors, such as the Autolite/Motorcraft 4300's and Holley 4000 Teapots, accelerator pump cups are actually softened and destroyed, requiring extra maintenance.

### ALTERNATIVE TO ADDITIVES

Simply fill the fuel tank. If your vehicle has a clean fuel supply – fill the fuel tank all the way to the top. This will displace any moisture in the tank, preventing corrosion and eliminating the need for additives.

### TO START THE CAR OR NOT

There are two schools of thought on starting the car over the winter.

With a clean fuel supply in the car, simply park the vehicle and do not do anything until spring.

If one is going to start the engine, it is important to run the vehicle for at least 20 minutes for everything to rise to operating temperature, including cooling and exhaust systems. This again will eliminate corrosion concerns.

Our experience has been that either running the engine or not is ok and your choice.

### STARTING YOUR CAR AFTER IT SITS

I know that you know how to start a car! Read on. Any carbureted vehicle that sits for more than a few days requires a special procedure to start easily.

What happens is the gasoline evaporates. That is the law of physics and no one will change that. The first thing people want to do is pump the gas pedal. There is nothing to pump!

First, do not touch anything. Turn the key and crank the engine for about 10 seconds. By cranking the engine this will refill the float bowl, and get oil back up into the engine.

Next, pump the gas pedal 8 to 10 times. (Not only has the fuel evaporated in the float bowl, but so has gas in the accelerator pump passages.)

Third, take your foot totally off the gas pedal. Now crank the engine with the starter. The vehicle should start in 2 to 3 seconds. If it does not, pump the gas pedal 6 to 8 more times.

Fourth, again without touching the gas pedal, turn the key.

The engine absolutely starts in 2 to 3 seconds!

Please note this procedure assumes a properly functioning carburetor!

### CHOKE PLATES STICKING

Pobinding and sticking. This is almost always caused by dirt, rust particles or other foreign material in the choke piston. Autolite 2100's from 64 ½ to 69, all 4100's, 4300's, Holley's and many Edelbrock's use a choke piston, (looks like a miniature engine piston) to partially open the choke on initial startup. Pistons have been a great design, but are susceptible to dirt.

The repair is easy. Remove the black choke cap. Using a carburetor spray cleaner with a straw, spray the cleaner on the piston area and work the pistons back and forth until it is entirely free. In some cases the piston and arm might need to be removed for thorough cleaning and polishing.

For reference, this starting procedure is on our website at [www.ponycarburetors.com](http://www.ponycarburetors.com). Once on our site, click on the left task bar at "Frequently Asked Questions" and under "Technical Questions" #26.

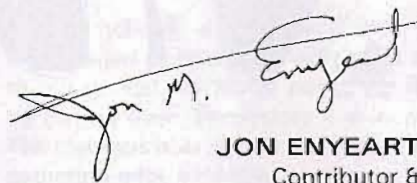
We encourage clients to navigate our site. It is absolutely a wealth of information.

As always, please feel to submit any questions you have to my email address below.

Looking forward to seeing you at an MCA show this summer.

Good driving!

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