

# Repairing Holes in Air Horn Casting

*Adding velocity stacks was a common modification. Most were done by drilling and tapping mounting holes in the air horn by drilling in areas that would not penetrate the internal regions of the carb. Many owners, especially collectors, wish to have these mods removed and restored to original condition. It's a lot of work, but can be done.*



*It's common to find additional holes, drilled in the air horn/upper casting, to install velocity stacks. Typically, these are located so they do not penetrate the main well. With some care and effort, these holes can be filled and detailed to return the casting to original condition.*

*For good fill and repair, drill out the holes and polish up the area around the hole to expose bare metal. Tig from above and below each hole, cooling the casting with an air hose after each weld to prevent excess heat and distortion.*



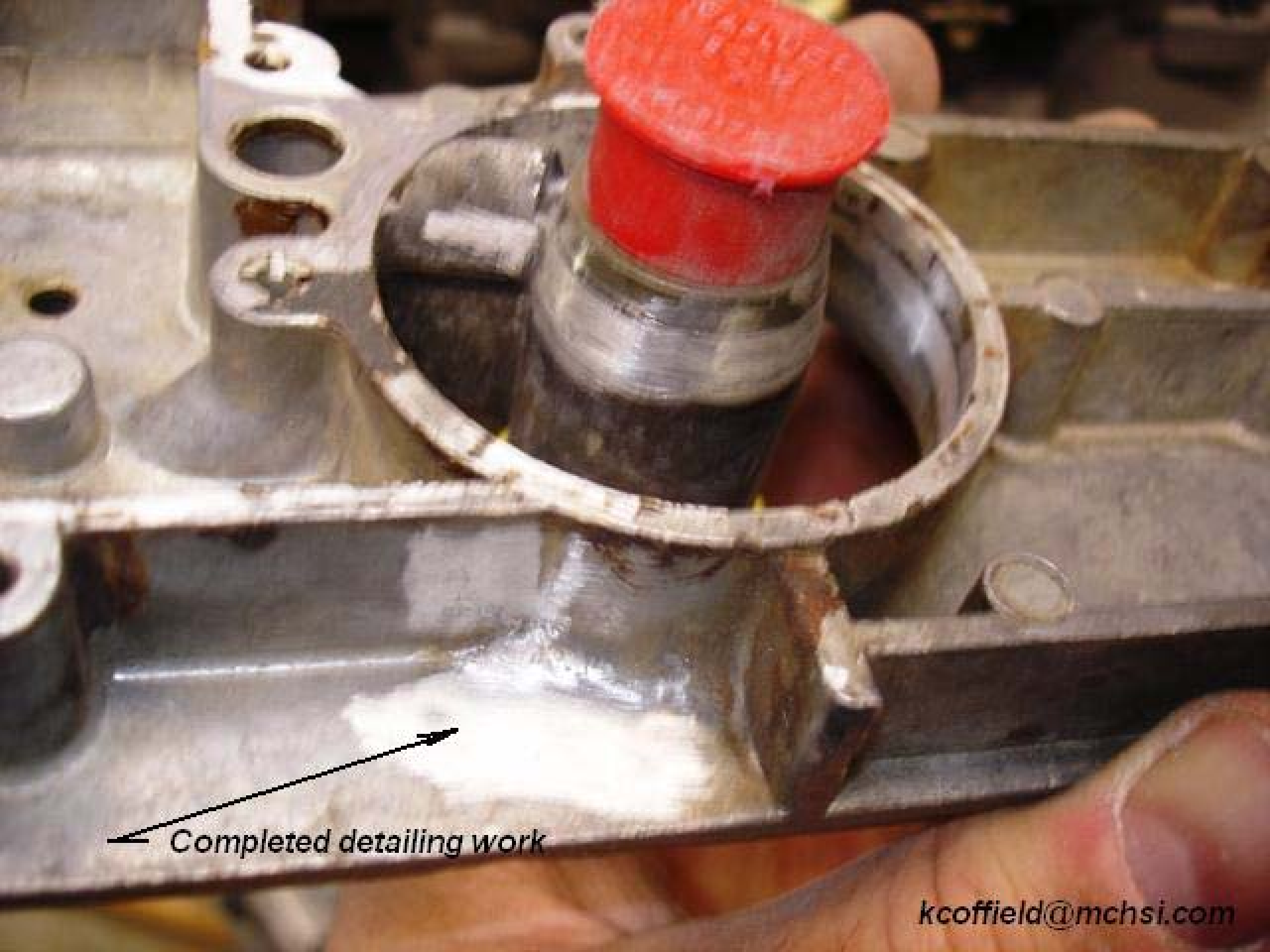
*Typical result after welding*



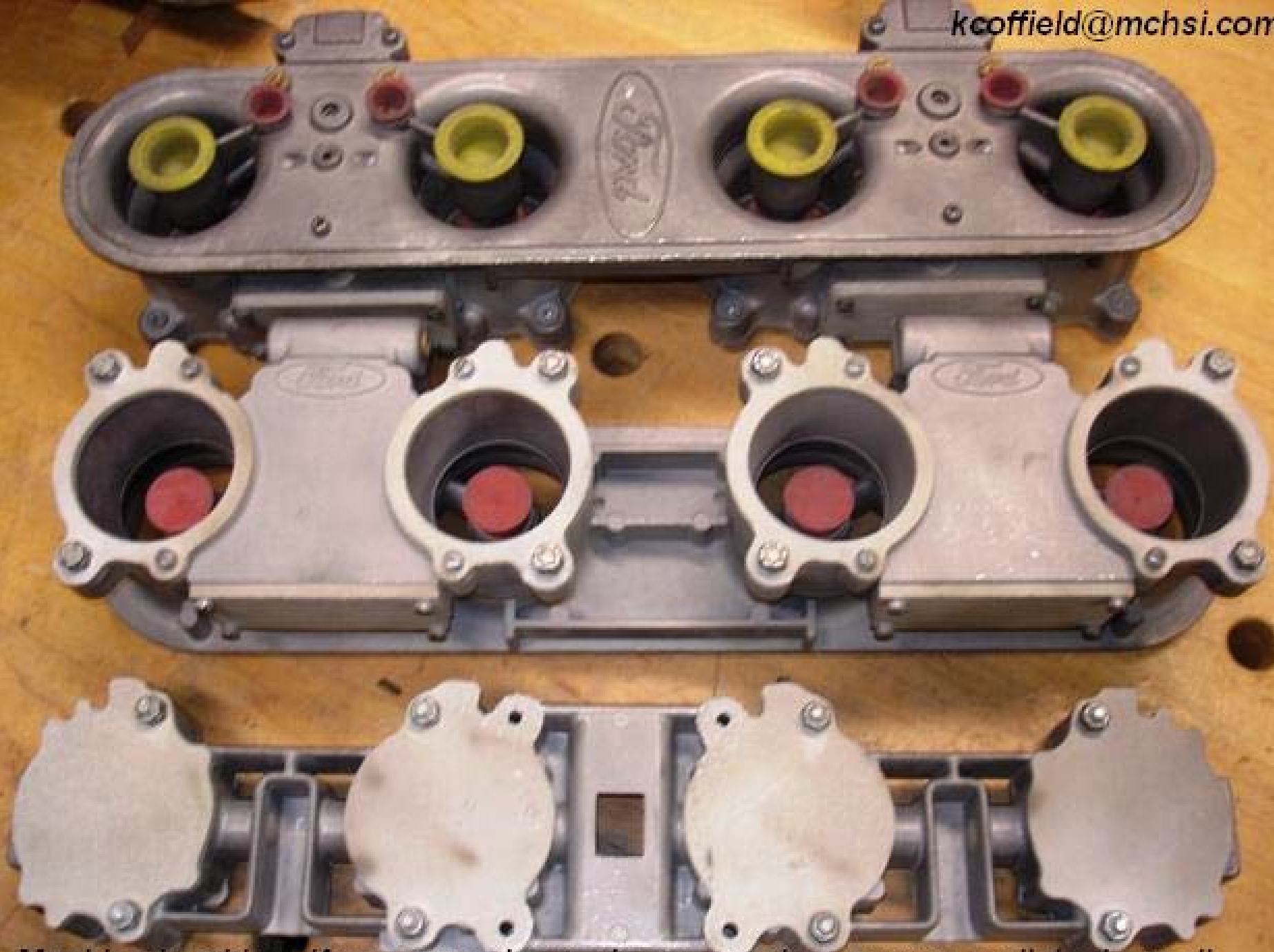
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Typical result ready for detailing





← Completed detailing work



*Masking is critical. If you are going to do one casting, may as well do them all.*



*After the welds are detailed the finish of the worked area will not match that of the oxidized casting. To improve cosmetic appearance and gain a consistent finish the entire casting surface needs to be worked. Media blasting is an option but will leave a rough finish that easily stains. Polishing is an option but tedious. I prefer vibratory media because it provides a uniform color a smooth finish that cleans up easily. It does take considerable effort to do properly.*