

FUEL SYSTEM

FUEL PUMP

DESCRIPTION (See Fig. 1)

Fuel is drawn from the fuel tank by the AC Fuel Lift Pump which is driven by an eccentric on the engine camshaft.

Fuel enters by the inlet connection (19) and is delivered through the outlet connection (7).

The AC pump consists of two main bodies which clamp a diaphragm between their outer flanges.

The lower body assembly comprises a rocker arm (8) and link (11), both of which pivot on a pin (9) located in the body. Attached to the link is the pull rod incorporated in the diaphragm assembly (16). To protect the diaphragm from crankcase oil splash, an oil seal is located at the point in the lower body where the push rod passes through. A return spring (15) is interposed

between the underside of the diaphragm and the lower body (12). This spring determines the pump output pressure. A further spring (10), is fitted between the rocker arm and the body for the purpose of ensuring that the rocker arm is in constant contact with the eccentric on the camshaft. Also incorporated in the AC fuel lift pump is the hand priming mechanism (13).

Assembled in the upper body are two valve assemblies (6 and 17), one being opened by suction, and the other by pressure. Both valves are held in position by a common retaining plate secured inside the upper body by two screws.

Both inlet and outlet valve assemblies are identical in construction and are renewable and interchangeable.

Also incorporated in the upper body is a filter gauze (5), which is held in position with a domed metal top cover (2) and gasket (1), which in turn is held by a centre screw (3) through the cover into the upper body (18).

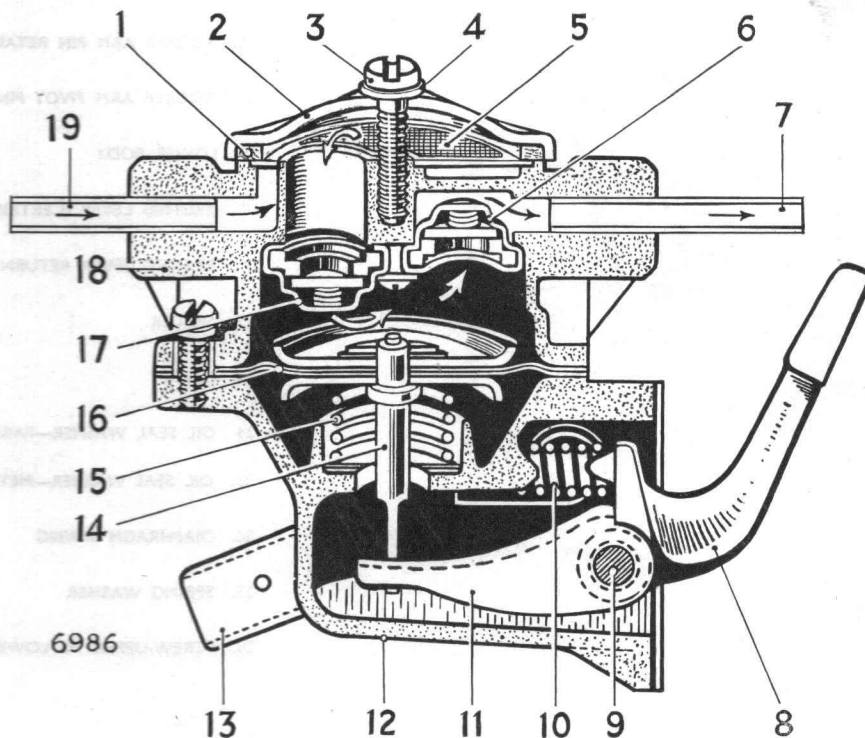


Fig 1. Sectional view through fuel pump and filter (some pumps not fitted with priming lever)