

**CLEANING** (See Fig. 2)

The pump fuel chamber and filter gauze (5) can be cleaned quickly by removing the screw (1) and cover (3). This will allow the filter gauze (5) and fuel chamber to be cleaned. It is here that most of the dirt and water is trapped before reaching the carburettor. When replacing the cover (3) ensure that the cover joint (4) and fibre ring (2) are in good condition. An air leak here will prevent the pump from operating.

**TO TEST IN POSITION**

With the engine stopped and switched off, the pipe to the carburettor should be disconnected at the carburettor end, leaving a free outlet from the pump. The engine is then rotated and there should be a well defined spurt of petrol at every working stroke of the pump, which is once every two revolutions of the engine.

**FUEL PUMP OUTPUT PRESSURE**

The fuel pump output pressure can be checked by running the engine with a reliable gauge or mercury manometer connected to the fuel pump output pipe. While this is done the engine is run on the fuel in the carburettor.

The correct output pressure is given in the General Data Section under Fuel System. Extra joint washers should be fitted between the pump flange and engine valve cover, if the fuel pump output pressure is too high.

**TO REMOVE FUEL PUMP**

Disconnect the fuel pipes from the inlet and outlet connections on the fuel pump. Seal off the ends of the pipes to prevent the entry of foreign matter.

Remove the two fuel pump retaining nuts and lock-washers, and withdraw fuel pump and gasket(s) from engine. Carefully note number of gasket(s) used.

**TO DISMANTLE** (See Fig. 2)

A fully exploded view of the fuel pump is shown in Fig. 2.

Before commencing to dismantle, clean exterior of the pump and scribe a line across the lower and upper body flanges of the pump for location purposes during re-assembly.

Remove domed top cover of pump (3), gasket (4) and filter gauze (5).

Remove the five screws (28) and spring washers (27) securing the lower (19) and upper bodies (7) together and separate the two bodies.

Remove the two valve plate retainer screws (11), remove retainer plate (10), valve assemblies (9) and gasket (8) from upper body (7). Valves that are staked into position should not be removed when they are known to operate satisfactorily, because they have to be levered out, and this destroys them.

From the lower body (19), remove the diaphragm and pull rod assembly (12), first turning the assembly through an angle of 90° in order to free the rod from the link in the rocker arm assembly.

**Note:** The diaphragm and pull rod are a permanent assembly and no attempt should be made to separate the two parts.

Lift out the diaphragm return spring (26) and remove oil seal retaining washer and oil seal (24 and 25).

Providing that the rocker arm pin (18) is held firmly in the lower body it should not be necessary to remove the rocker arm pin or associated parts unless appreciable wear is in evidence.

Should it be necessary to remove rocker arm from body the following procedure should be adopted:—

Hold rocker arm (15) firmly in suitable vice, leaving a gap between casting and vice, and with two flat bars, approximately 12 inches long insert one in the gap each side of the casting and vice; lever the body away from the rocker arm (15), pin (18) and retainers (17).

Care should be taken that the type of removing bars used are flat to ensure that the body machined face is not damaged.