

FUEL SYSTEM

MODIFIED PETROL TANK AND NYLON BREATHER TUBE

R.H. Drive L.H. Drive
Commencing Chassis Numbers 303534 352306

Commencing at the above chassis numbers, a nylon breather tube is fitted in place of the metal tube previously used. A piece of Bundy tube $4\frac{1}{2}$ " (11.4 cm.) long is inserted in the end of the nylon tube to protrude through an aperture in the boot floor.

This nylon breather tube is not interchangeable with the previous type as a threaded union is used in the tank.

MODIFIED PETROL FILLER BOX DRAIN TUBE

R.H. Drive L.H. Drive
Commencing Chassis Numbers 303132 352160

From the above chassis numbers and onwards, a revised petrol filler box drain tube is fitted. This tube passes through the boot floor in front of the petrol tank and is not interchangeable with the original type fitted.

INTRODUCTION OF BAFFLES IN PETROL TANK VENT PIPES

R.H. Drive L.H. Drive
Commencing Chassis Numbers 305914 353131

Commencing at the above chassis numbers, a pink coloured polyurethane sponge baffle is inserted in the vent pipe of each petrol tank.

The baffles allow adequate breathing to the petrol tanks and also prevent petrol flowing out of the vent pipes under hard acceleration with the tanks full.

To fit the baffle, remove the vent pipes from the tanks. Insert a baffle in each pipe. Squeeze the pipe with a pair of pliers (using soft material between the jaws of the pliers to prevent damage to the pipe) in the middle of the "U" bend immediately above the vent pipe to the tank union.

Place an air line to the end of the nylon vent pipe and blow the baffle round until it reaches the squeezed portion of the tube. The baffle should be at the highest point of the vent pipe.

Refit the vent pipes to the petrol tanks.

MODIFIED PETROL TANKS AND PIPES

R.H. Drive L.H. Drive
Commencing Chassis Number 306784 353292 & 353261

Commencing at the above chassis numbers, revised petrol tanks and pipes are introduced. A modified petrol gauge tank unit is fitted to a flat cover plate which is bolted over the elongated hole in the side of each tank. This replaces the previous gauge unit fitted to a cover plate with a central depression.

The petrol pump assemblies no longer incorporate non-return valves as a non-return valve assembly is now included in the "T" piece located at the front of the luggage compartment (see Fig. 27) which connects the feed pipes from the two tanks. The nylon piping has been replaced by Bundy pipe throughout the fuel system. From the pipe assemblies the feed pipes are re-routed to emerge from the front vertical faces of each tank and the electrical cables leave the tanks on the top face adjacent to the breather connections.

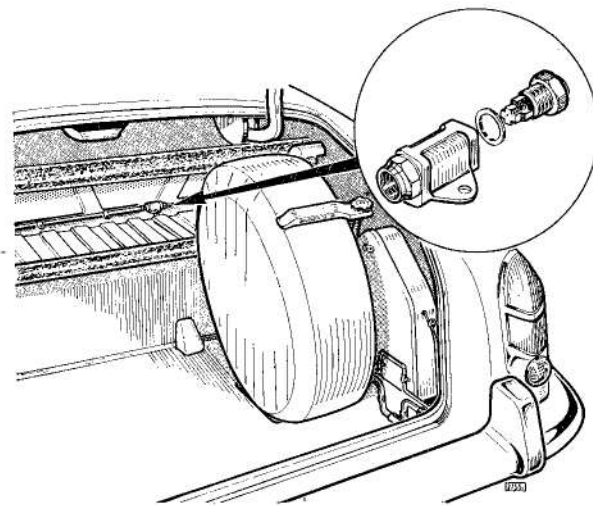


Fig. 27.

INTRODUCTION OF "DELTRIN" FLOAT CHAMBER NEEDLE

Commencing Engine Number ZA 9860

Commencing at the above engine number, S.U. carburettors are fitted with a "Deltrin" needle valve. This needle has a body of white plastic material and