

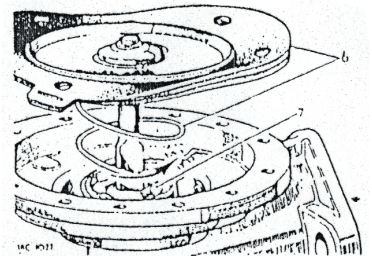
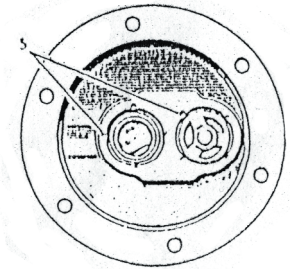
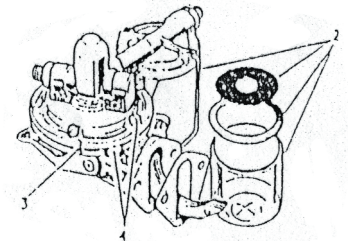


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## Fuel Pump Overhaul For 2.25L Engines

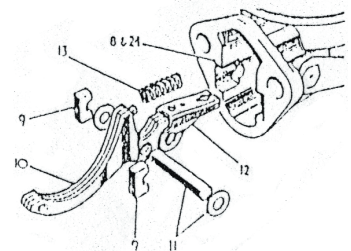
### Dismantling:

- 1) Remove the lift pump.
- 2) 2.25L petrol. Unscrew the nut at the base of the sediment bowl, move the retainer aside, and withdraw the bowl, sealing washer and filter gauze. Care should be taken to avoid damage to the filter gauze.
- 3) Mark the upper and lower halves of the pump casing to ensure correct alignment upon reassembly.
- 4) Remove top cover fixing screws, and while pressing diaphragm tab against pump body, lift top cover clear.
- 5) If required, remove the valves retaining staking using a scraper, warm the top cover and withdraw the valves. NOTE: Note the valves fitted position before removing. Pry out valves and install using a suitable (eg. 9/16" 1/4 drive) socket to drive in.
- 6) Ease the diaphragm from pump body, slightly depress metal part of diaphragm and turn through 90° in either direction, whereon the diaphragm spring will push diaphragm clear.
- 7) File the peening marks from the oil seal housing and lever out the oil seal and retainer.
- 8) Using a small chisel, remove the staking from the rocker arm retainers.
- 9) Withdraw the retainers.
- 10) Withdraw the rocker arm.
- 11) Withdraw the rocker arm pin and washers.
- 12) Detach the operating link.
- 13) Withdraw the rocker arm spring.
- 14) It is extremely unlikely that the hand priming mechanism will ever need replacing, but may be removed by filing the hexagon on each side of the operating lever and springing the hand lever clear, withdrawing the cork washers and hand rocker.



### Inspecting:

- 15) Clean all parts thoroughly in paraffin.
- 16) Examine all parts for wear and replace as necessary.
- 17) Replace all gaskets
- 18) Sediment bowl filter disc must be free of damage and fit tightly around inlet net of upper easing. (2.25L Petrol Models).
- 19) Renew diaphragm assembly if any sign of hardening, cracking, or puncture holes are present.



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20) Only very slight wear should be tolerated at the rocker arm contact face, pivot pin, operating link and diaphragm pull rod slots.

21) Springs should be replaced, ensure correct types are used.

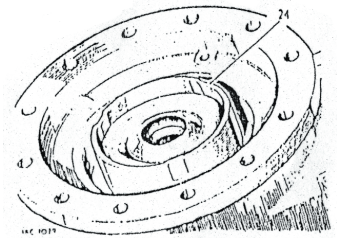
22) Test valves for air tightness by suction.

23) Check upper and lower casing flanges for distortion, using a straight edge.

#### **Reassembling:**

24) Reverse steps 7 to 13. Re-stake to secure the rocker lever retainers and the oil seal retainer.

25) To refit the diaphragm assembly, hold the pump body with the diaphragm return spring in position, and the rocker arm held outward. Position the diaphragm over the spring with the flattened end of the pull rod in line with the slot in the operating link. Push the diaphragm inward and turn to lock.



26) Fit the valve gaskets into the top cover.

27) Fit the inlet and outlet valves and secure by staking.

28) Place top cover assembly in position, aligning the marks made before dismantling. Fit securing screws, but do not tighten at this stage; using hand priming lever, fully depress diaphragm and fully tighten securing screws.

NOTE: The diaphragm outer edges should be approximately flush with the outer edge of the pump joint faces when fitted. Any noticeable bulging of the diaphragm beyond the joint face edges indicates improper fitting and you must release the securing screws and repeat step 28.

29) 2 1/4 litre Petrol: Replace filter gauze and neoprene sealing ring, refit retaining clip and position sediment bowl centrally and secure the retaining clip. NOTE: To prevent cracking of the sediment bowl, do not over-tighten the securing nut.

#### **Fuel Pump Test (without special equipment):**

30) Soak the pump in a bath of paraffin and operate the rocker arm several times to flush.

31) Hold the pump clear of the bath and continue to operate the rocker arm until the pump is empty, then place a finger over the inlet port and operate the rocker arm several times. A distinct suction should be heard when the finger is removed from the inlet port, demonstrating that a reasonable degree of suction has been developed.

32) Place a finger over the outlet port and again operate the rocker arm. Air pressure should be felt for two to three seconds after rocker movement has ceased. Build up the air pressure in the pump again, and with the finger held firmly over the outlet, submerge the pump completely in the paraffin bath, then observe the joint face edges for signs of leakage.

33) Fit the lift pump.

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Ideas, Comments, or Corrections (please include specifics, such as page number, or step number):

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**THANK YOU!**

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