

The priming lever (20) should only be removed if known to be defective, when a complete new hand priming assembly should be fitted on re-assembly. To remove, it is necessary to file off the riveted head of the pivot pin and tap it through the body.

INSPECTION AND OVERHAUL (See Fig. 2)

Thoroughly wash all parts in clean paraffin, ensuring that valves (9) are cleaned separately if being used again.

Check the diaphragm (12) for hardening or cracking and examine the lower extremity of the pull rod for wear, at its connection with the rocker arm link (14). Renew the diaphragm assembly if any of these signs are in evidence.

Check diaphragm return spring (26); if corroded or damaged, it should be replaced.

Visually check valve assemblies (9); if any doubt exists, replacement valves should be fitted. The two valves are identical and can be used for either application by changing their positions.

Examine the rocker arm (15) pad face for wear. Slight wear is permissible, but should not exceed a depth of .010 ins. (.25 mm). Check rocker arm pin and link holes for wear, also underside of link (14) where diaphragm pull rod engages for wear.

Badly worn or damaged parts should be renewed.

Check rocker arm return spring (16).

Discard old oil seal (24) and gaskets.

Examine upper and lower bodies for cracks or damage. If either the diaphragm or engine mounting flanges are distorted, these should be lapped to restore their flatness.

Renew either if distortion is excessive.

TO RE-ASSEMBLE (See Fig. 2)

Where the hand primer mechanism has been removed, replace with new assembly, inserting pin through the

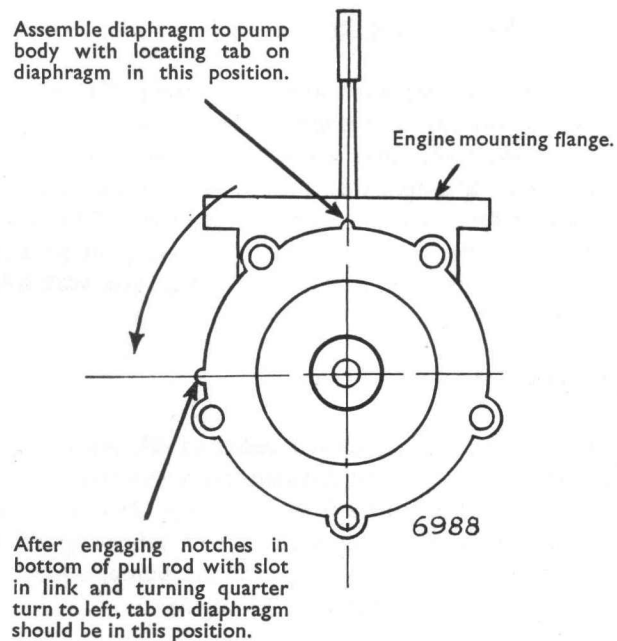


Fig. 3. Fitting fuel pump diaphragm assembly

lower body together with the priming lever. With the return spring in position, rivet over exposed end of pin.

Assembly of the rocker arm to the body assembly is carried out in the following order.

Assemble rocker arm (15), link (14) and spacing washers (13) onto rocker arm pin (18), place rocker arm return spring (16) into body and insert rocker arm (18) assembly into body of pump ensuring that the rocker arm return spring is properly engaged between locating "pips" on casting and rocker arm.

Tap two new pin retainers (17) into slots in the body and while holding the retainers hard against the rocker arm, pin punch over the end of the slots with a small pin punch to prevent retainers working loose.

Note: When refitting rocker arm pins, always use new service replacement retainers (17), coloured copper for identification. These are slightly shorter than the production type to allow for new staking.

Fit a new oil seal washer (24) and steel retaining washer (25) into the lower body, if required.