

Section C (Fuel System)

Place the diaphragm return spring in position over oil seal retaining washer.

Place the diaphragm assembly (12) over the spring (26), with the pull rod downwards, and with the locating tab on the diaphragm at the twelve o'clock position. Press down on the diaphragm at the same time turning the assembly to the left in such a manner that the slot on the pull rod will engage the fork in the link, ultimately turning the assembly a complete quarter of a turn to the left, which will place the pull rod in its correct working position in the link.

This will also permit the matching up of the holes in the diaphragm with those on the pump body flange and the tab will now be at nine o'clock position. (See Fig. 3.)

Place the new valve gasket (8) in the upper body round the valve ports.

Place a valve assembly (9) in the inlet port with spring facing outwards. (See Fig. 1.)

Fit the other valve (9) in the outlet port position with spring inside the port. (See Fig. 1.)

Refit the valve retainer plate (10) and tighten screws (11) until the tension in the retaining plate is taken up.

Refit filter gauze (5) in top of upper body (7), also domed top cover (3) with new cover gasket (4). Fit central holding screw (1) ensuring that fibre sealing washer (2) is between screw and cover.

The upper and lower bodies can now be fitted together as follows:—

Push the rocker arm towards the pump body until the diaphragm is level with the body flange.

Place the upper-half of the pump body into its correct position by aligning the scribed lines made on the two flanges prior to dismantling.

Replace the five securing screws (28) and spring washers (27) and tighten only until the heads of the screws just engage the washers.

Release the push rocker arm away from the pump so as to hold the diaphragm at the top of the stroke, and while so held, tighten the body screws diagonally and securely.

Important

After assembling in the manner described above, the edges of the diaphragm should be about flush with its two clamping flanges.

Any appreciable protrusion of the diaphragm indicates incorrect fitting in which case, special care should be taken in maintaining downward pressure on the rocker arm while the diaphragm screws are finally tightened.