

Fig 18

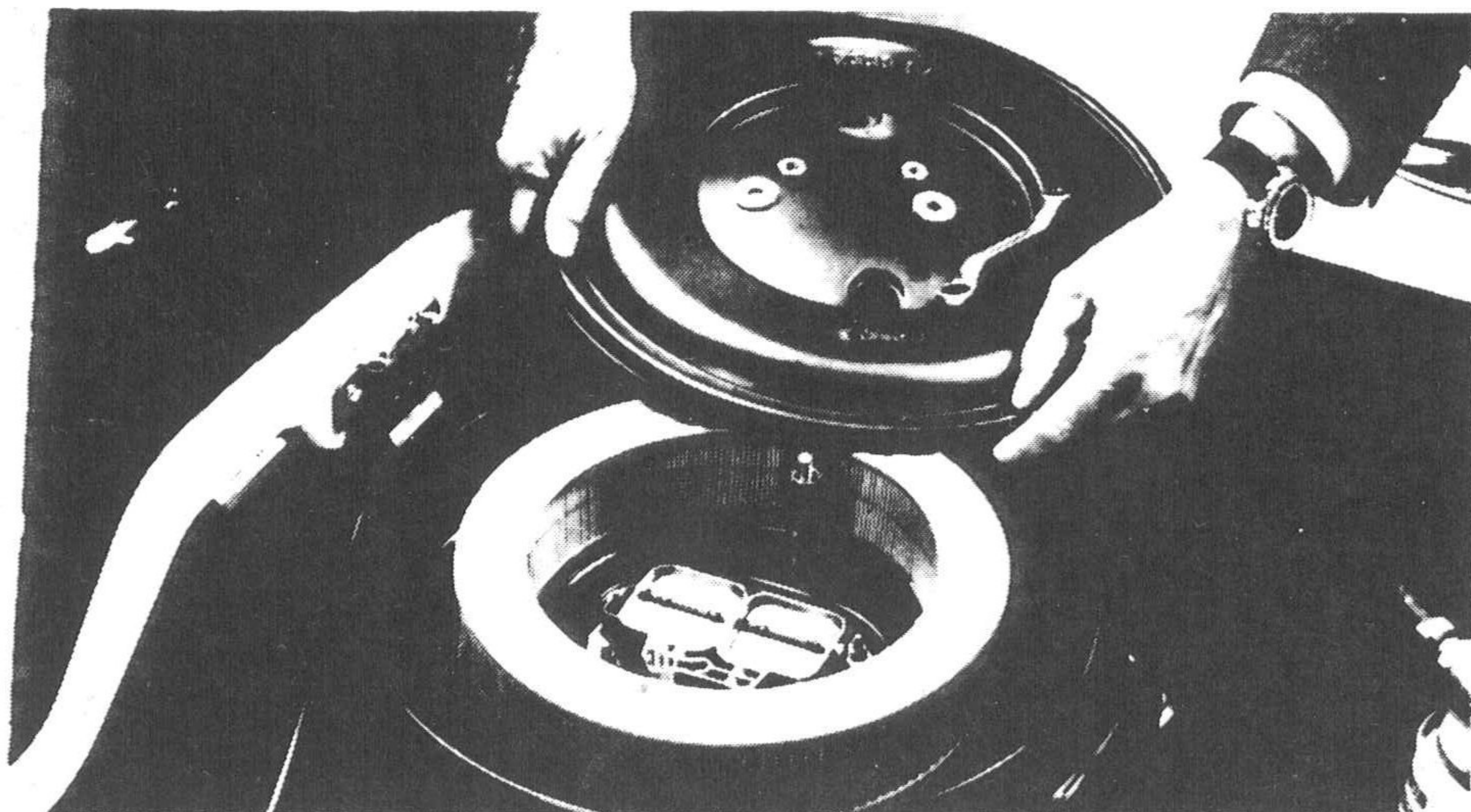


Fig 19

## Fuel System

The fuel tank is mounted in a well under the monocoque chassis, forward of the engine. It is filled through twin lockable filling caps, one on either side of the car to facilitate refuelling. It is suggested that both caps be released if the tanks are to be completely filled, to eliminate all chances of airlocks. A reserve fuel capacity of  $2\frac{1}{2}$  gallons (11.4 litres) is provided, and is made available by a switch on the right-hand side of the console (q.v.).

Fuel feed is by a mechanical pump 'A' (Fig 18) driven from the engine camshaft, with an integral filter. To clean the filter, disconnect the fuel hose, take out the central bolt and lift off the cover. Take out the filter gauze and wash it in clean fuel. Remove all sediment from the pump bowl and body. Replace all parts, after checking the condition of the gasket and renewing it if necessary.

The carburettor is a twin-choke instrument with automatic choke. A large pancake air filter is fitted, the top of which is easily detached for removal of the paper element for cleaning. To check the element for perforation, place a bright light in the centre and examine. (See Fig 19).