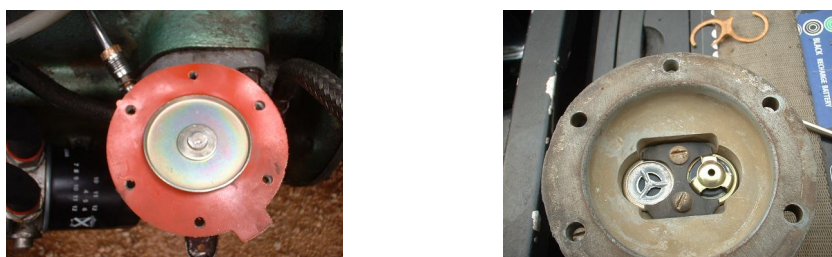


Overhauling the fuel pump on the 2000 replacing old pre-ethanol rubber parts.

Due to the changes in our petrol over the years and the mileage I now do, I decided it was time to replace the diaphragm with an ethanol proof rubber and at the same time the non-returns.



Remove the in and out fuel pipes the cap and filter. Remove the 6 retaining screws, lift top off. Rotate the diaphragm and remove. Above the 3 pieces separated. The pump base, the diaphragm and the top non-returns, all looked in reasonable condition so have been kept for emergency repair!



The new diaphragm, red, is ethanol proof, in order to get the diaphragm stem to lock into the rocker it is necessary to turn the engine on the handle till it is in position to press in and turn 90° lining up with the screw holes, then turn the engine to have maximum lift before replacing top, and securing the 6 screws, otherwise the new diaphragm will not be flexible and could tear under pressure. When changing the non-returns make certain they are replaced correctly, on some pumps it is possible to accidentally reverse, and do not forget to replace with a new figure of eight gasket.

At the same time I overhauled the Solex carburettor, cleaned and replaced with new gaskets, running wise I have not noticed any great economical difference, however, the pump is a great deal stronger if the muck in my fuel tank is anything to go by!