71
A fire hazard in the engine bay

Geoff Seaton (Damask 1282) from Berkshire has sent in as safety note following a worrying experience.

A **strong smell of petrol** was evident when I was driving the V8 recently. On investigation, it was found that a considerable amount of fuel had collected on top of the metal gasket below the induction manifold, within the "V" of the engine. It leaves little to the imagination as to the consequences should a stray spark, possibly from an ignition lead in poor condition, have ignited the hot fuel vapour!

On further investigation it was found that the fuel interconnection hose – the **short rubber pipe between the two carburettors** – had split, possibly due to heat soak over the years. To my mind a close inspection of this hose and also the main fuel flex hose from the filter to the carburettors is MANDATORY at close intervals, unless the hose has recently been replaced.

The **hose in question is 3/16 inch inside diameter heavy walled petrol resistant hose**, approximately 2 inch in length. To replace this hose, you will need to remove both carburettors but that removal and refit procedure is set out in the V8 Workshop Manual Supplement **AKD8468**. Manual contents

90
Sequel to the fire hazard

John Dupont (Teal Blue 0534) from London W sets out in his usual detail how he tackled one of the tips published during 1981 (V8NOTE71) from Geoff Seaton.

Reading Geoff Seaton's note I could smell petrol coming from my car and decided that something had to be done about it. I started by disconnecting the accelerator and choke control cables, flame trap hoses and breather filter, and the two hoses that take the overflow of petrol from the carburettors. I then removed the six nuts that hold the adaptor to the inlet manifold. I then removed the air cleaners complete with the temperature controls. Next I removed the petrol intake pipe from the left hand carburettor. When you have done all this, remove carburettors, air box and carburettor adaptor as one unit.

Once you have pulled all this from the studs, remove the vacuum control from under the carburettors. You will also find a great deal of petrol spilling, so no smoking! Once on your bench, remove the air box from the carburettors. I found the easiest way to remove the carburettors from the adaptor is to turn the complete unit upside down and remove the four bottom nuts and then turn it up the right way and undo the top four. When you are undoing these you must turn each nut a flat at a time and pull the adapter away progressively from the carburettors. If you do not do this then the nuts will foul the carburettor body and appear impossible to remove. Once removed from the adaptor, separate the two carburettors from the petrol hose and choke cable trunion.

The petrol hose that joins the two carburettors together looked in good condition so where was the petrol smell coming from? Looking at the bottom of the carburettors you can see the float chamber cover and this appeared to be wet – and yes it smelled of petrol. As I had not used the car for eight weeks or so, petrol had been seeping out of both covers. I undid the four screws that hold the cover to the carburettor body and removed the rubber seal to inspect it. I think this must have been my problem because when I tried to put the seal back in it had enlarged by at least a third of its original size and would not go back! The part number in your parts catalogue is **AUD3588** but it has now changed to **GSU552**.

As Geoff Seaton says in his note, all the fuel hoses should be inspected and while you are at it they are best renewed. It is also important to renew all of the gaskets. You will want four of the gasket to carburettor **242318** and two of the gasket box to carburettor **612435**. The part number of the rubber petrol pipe that goes between the two carburettors is 37H6822-M and costs £3.17 a metre. If you want to keep you car looking original, the small braided pipe from the main petrol feed to filter is part number **GGT101** and the one from the filter to the left hand carburettor is **CCT106**.

On **refitting the carburettors** do not forget the choke cable trunion between the carburettors between the carburettors for if you do then you will have to undo the whole lot and start again. Also put the vacuum advance pipe back before putting the assembly over the studs. One modification I did was to make a gasket between the adaptor and the inlet manifold as I think an air leak between these two items would make a quite a difference to performance.

Parts and part numbers checklist:

Item	Number	Part No
Rubber seal (carb)		Originally: **AUD3588** Now: **GSU552**
Gaskets (carb)	4 off	**242318**
Gaskets (box to carb)	2 off	**612435**
Rubber fuel hose (between carbs)		**37H6844-M**
Braided pipe (main fuel feed to inline filter)		**GGT101**
Braided pipe (filter to left hand carb)		**GG106**

Remember the kit **GSU500** contains all the different carburettor gaskets mentioned above.