



**P6 ROVER OWNERS CLUB**



I recently started seriously using the P6 again. I'd treated it to a rebuilt fuel pump from a later car (these have bigger valves inside for the pumping) and renewed all the plastic fuel lines using marine quality rubber hose.

Note for folks about this: the new hose is a lot thicker than the plastic hose I replaced, there isn't room for the three lines (main, reserve and return) if you use the original route.

I couldn't get to the fuel reserve tap anyway so it was bypassed and this saved the need for one of the lines.

Now I noticed the car was leaking a fair bit more oil than I was used to and the oil pressure was a bit high. Immediate thoughts went to the front crankshaft rope oil seal so I found a replacement neoprene seal that fitted in the front cover from a company called Real Steel. I couldn't find anything like it from the usual suppliers. This was duly ordered. Once I'd spent my money I decided to look where the oil was really coming from! Yes, I know.

Crank seal was not the culprit but it was coming from a tiny breather hole in the fuel pump! Every turn of the engine produced a mist of oil droplets which resulted in a puddle of oil under the engine, quite a significant amount. Anyway when I checked the oil level all seemed to be OK, so I put the car in the garage and left it for a week or two.

## V8 Fuel Pump & Oil Seals by Steve Wyles

After taking the pump out I examined the oil seal and found a gapping hole which wasn't apparent when I'd rebuilt it, you couldn't see it until the seal was removed and examined closely. I'd not taken the seal out as a replacement wasn't supplied in the old stock overhaul kit I'd used. I'd got this a good few years ago and I don't think the seal was available at that time. Another kit was purchased and I just threw the old kit away. The result is a good oil tight fuel pump and lots of petrol where it should be!

Also the diaphragm in the old overhaul kit must have had a split in it, not only was the pump leaking oil but petrol was getting into the oil system. Thankfully I'd only done a few miles so no damage was done to the engine. I change the oil very frequently on my car having seen the build up of sludge that happens to these engines if they are neglected.

Anyway, if you have an oily engine don't just look at the obvious stuff but give your fuel pump a bit of a looking at. Incidentally overhaul is well within the scope of a reasonably competent duffer (like me) so I reckon most reasonably dextrous individuals could do it. One modification I did was to the steel petrol feed pipe. I chopped about 2 inches out near the pump connector and replaced this with a rubber hose, it allows you to align the threaded connector into the pump off the car and avoids any chance of cross threading. Guess how I know this?