

P6 Rover Owners Club

Fuel is supplied under high pressure to a steel pipe running around the base of the Plenum Chamber. From the steel pipe there are a total of ten outlets. Nine feed fuel via short rubber hoses to the injectors (the ninth injector is for cold start, see later) whilst the tenth returns fuel to the tank via the pressure regulator.

The steel pipe is referred to as a Fuel Rail.

Fuel pressure is maintained at approximately 35psi by the pressure regulator. If pressure exceeds this value fuel is returned to the petrol tank.

To aid cold start there is a ninth injector located to the left side of the Plenum Chamber. It works along with the Auxiliary Air Valve. They are both invisible to the ECU.

The cold start injector is controlled by a Thermo time switch located within the inlet manifold. The Auxiliary Air Valve has a built in heating element to control it.

Inspection/checking – Before installing the system I would recommend that you take time to familiarise yourself with the components and their relationship to each other. This is very important as to be able to fit the system you will first have to strip it right down. Without doing this its simply impossible to gain access to certain fixings such as the inlet manifold bolts. It will also facilitate testing and inspection.

It is very difficult to check some of the components after fitting due to poor access. Therefore take time to assess the system beforehand. Ensure that the EFI wiring loom is in good condition. Check all of the wires and various plugs for damage and continuity. Note that the plugs are all colour coded.

It is also worth while checking the resistance of each injector. By using a good quality multimeter a reading of 2.4 ohms should be obtained. Poor quality multimeters will give a zero reading, this is also acceptable. An infinite reading (open Circuit) will indicate a 'dead' injector which will require renewal.

The Auxiliary Air Valve can also be checked with a multimeter. Again you are looking for a reading of 2.4 ohms or thereabouts.

Finally before getting your hands dirty check the fuel rail and its rubber connector pipes for damage. If in any doubt replace them.

Only when the system has completely been

installed can the throttle potentiometer be tested. With your voltmeter set to 'voltage' attach the positive probe to the red wire leading from the potentiometer. Access to the wire can be made at the three-pin connector block.

With the ignition on (engine not running) and with the throttle closed a reading of .03 voltage should be noted. Slowly open the throttle. A linear reading right through to 4 or 5 volts is required. Any large step or odd reading will indicate a fault.

The Potentiometer sounds complex but in reality it is simple. Any strange reading is probably due to any one (or more) of the three wires coming away from the disc they are soldered to.

It is possible to open the Potentiometer despite the fact that it is 'tamper proof'. Try your hardest to repair it as new ones are no longer available. A second hand one (if you can find one) will set you back £60 to £70. In any event the engine will still run with a faulty Potentiometer.

Installation – A competent home mechanic will find fitting the EFI system to be within his capability. However the less experienced will find some of the tasks, particularly the wiring, to be a challenge.

I would advise setting aside a couple of weekends to complete the job. It is certainly not a job to hurry or start if, the car is needed the following day!

That's where we leave it this time. In the next issue Allen will guide us through the installation of EFI. So go out and get your units, strip 'em and check 'em and sharpen your spanners ready for the next instalment.

Suppliers:

Atkinsons Restoration Services 0121 5613336
Rimmer Bros 01522 568000
Rover Parts International 01603 891209
and your friendly local scrappers!

The Taming of the Mango

Once upon a time I was the happy and contented owner of a P6 Rover 2000 manual, Tobacco Leaf with Buckskin leather interior – an impulse buy, for no better reason than the car and I fancied each other, and I had always been a closet P6 man. The only impediment to my rose tinted Nirvana was

the other and longer standing bewildered love of my life. Sue could not understand why Volvo air conditioning, power steering etc., should be traded for this antique experience at every excuse or opportunity.

In an attempt to bridge this ideological gap, and rescue the tattered remains of a marriage, a cunning plan gradually congealed in the ruins of my mind. This masterstroke was to obtain the most sophisticated P6 I could lay hands on, so that we could both enjoy something of what we wanted.

An ad in the P6 News produced an answer to a prayer. A newly refurbished 1975 3500 Auto, 51,000 genuine miles, power steering, Sundym glass etc., a whole winter's renovation work of another P6 lover, now surplus to requirements for all sorts of personal reasons.

Now there is an irrefutable cosmic law which states that the perfect car is never being offered for sale by the guy next door. This car was in Humberside, we were in Suffolk. It was agreed therefore that we should meet half way – at a Little Chef car park on the A1. Yes really, I was going to buy a car from a complete stranger in a car park in a snowstorm... we were going through the worst patch of February weather since the last worst patch of February weather, with snow and hail, plagues of frogs, rivers of blood and such.

However on the chosen day the skies were clear and blue and bright – it had to be an omen. It was in fact an omen, the car was good, despite arriving caked in salt from it's journey south, which took two separate pressure steamings to remove to my satisfaction. Much tender loving care and expertise had been put into sorting this car out, not just licks of filler and paint. But on sitting inside we came face to face with the Mango experience.

I had in the past looked into Mango interiors, but this simply is not adequate preparation for the full frontal and surround sound experience of sitting inside. The original seats had been velour, but a set of leather ones had been substituted. The leather was good, but had been resurfaced by someone whose intentions were not matched by their ability, thereafter it had been allowed to get dirty, and then not very well cleaned again. The overall effect was one of occupying the interior of a tangerine well past it's sell by date. However

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as the price was right for the overall car, I decided that the interior 'could be done something with'. I had no idea quite what this would be, but something I assured my lady would be done. My assumption was that as the leather was basically sound, the 'paint job' would have provided a protective barrier to further and less well intended vandalism.

I believe that I am generally regarded as a tolerant liberal minded kind of bigot, whose philosophy of life easily accommodates Paprika paintwork, and even Toyota Corollas (*the editor drives a 'historic' 72 Corolla Coupe as an everyday car!*) – at a respectable distance. However I am totally unable to provide any rational justification of Mango upholstery. I can't even think of an excuse for it. Something really really really would have to be done.

Anyway the Rover flew back to Suffolk with madame floundering in it's wake with the Volvo struggling to keep up – it turned out that the P6 speedometer was reading more than a bit on the pessimistic side. Perhaps the police couldn't keep up either?

Once home a desperate hunt ensued for an article, dimly remembered in one of the magazines on leather renovation. It turned out to be a promotional piece in Classic Cars of January 1997 for a Lancashire company called Croftgate, who saved my marriage, and possibly my life for £60.

A telephone call put me in touch with one of their maestros – I think I remembered his name as Eric, who was just about to have a sandwich and cup of tea – sorry about that Eric. This gentleman patiently explained to me in simple language how to get the existing gunge off, and how to do the job correctly.

The gunge I had already discovered would yield to cellulose thinners. Eric explained that as the P6 leather is piped with PVC the thinners would leave the PVC sticky and not absorbent of the treatment coats. So I stopped my uninformed fiddling and awaited the arrival of the Croftgate pack of goodies. Incidentally this arrived by return of post, they didn't wait for the cheque to clear.

The pack contained a solvent cleaner, a leather dye and surface improver, and a surface sealant to protect the good work. Also included were hide food to restore suppleness and a flexible compound to fill deep cracks.

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Fortunately I had no deep cracks with which to deal, so it was simply a matter of getting old gunge off and putting successive layers of new stuff on.

I had sent a sample of the Mango vinyl sliced from the surplus under a seat, to show the colour of which I wished to be rid. In return I received a darker richer choice of colour which transformed the seats into a rich mid tan. Croftgate have dyes formulated specifically for leathers or vinyls, but their advice was to see how well the leather dye took to the vinyl before investing in a separate one, which struck me as unusual and refreshing in this day of the hard sell. In the event the dye was accepted very well by both surfaces, and the velour trim around doors etc., and the whole interior changed colour. The most awesome challenge was presented by the door armrests, which were a darker stronger orange than the Mango. To my delight the treatment worked even on these, and the interior now enjoys a degree on homogeneity probably only dreamed of by it's original designers. On the other hand the dreams of the alleged 'designer' responsible for the initial specification of Mango upholstery would not be an area into which the faint hearted would wish to venture anyway. Perhaps he was a refugee from a Fiat or Lancia styling team who simply could not rid his mind of hot Mediterranean colours, which come to life in their bright sun, but which have no place in Hull where my car spent most of it's life.

The whole renovation process took me a couple of weekends, from total novice status, but would of course be quicker, now that I no longer have any application for my expertise. No special tools or equipment were needed. Thus far the new surfaces have withstood six months of wear without appreciable deterioration, and I am pleased to be still married to the same woman. I do however have the problem of disposing of the original 2000 – please see the pink pages of this issue.

Finally I must say that I have absolutely no financial interest in Croftgate, I am simply thoroughly impressed by their products and level of service. Their address is:

**Croftgate Car & Leather Care,
24 Newhailley Business Park, New Hall
Hey Road, Rawtenstall, Rossendale,
Lancashire BB4 6HL.**

Tel: 01706 216096

EIGHTEEN

A friend in need is a friend indeed...

In the recent past I received a phone call from – shall we call him Mr. Smith. Mr. Smith had seen an advert for what, on the face of it, was a very nice car, just what he had been looking for but, unfortunately, Mr. Smith lived a long way away from this enticing prospect – what was he to do? Inspiration struck – what about trying to find a local person who could have a look at his little gem and let him know all about her – just the thing.

This, then, is where I came in – could I suggest someone who could carry out this task for him? Certainly I could and straight away contacted 'Mr. Brown' putting the proposition to him – I need not have worried for Mr. Brown was only too pleased to help. Mr. Smith and Mr. Brown then had an interesting 'phone call sharing stories and details about the little gem. On the agreed date, off went Mr. Brown to view the prospect in all her glory – oh dear, what a let down, instead of a little gem he found a big pile of trouble!

On reporting back to Mr. Smith, trying to be as kind as possible, Mr. Brown had to disillusion him about the little gem. Rather than being downhearted, Mr. Smith was so grateful that he had been saved a long trip across the country with all the costs involved that he instantly offered to pay Mr. Brown's renewal fee for the following year. Mr. Brown was overcome – after all he had only done what any good member would do for another hadn't he?

Well done Mr. Smith and Mr. Brown – you know who you are. **Mike Jones.**

DO YOU KNOW YOUR P6?

You may have noticed several changes to the technical advice team on the inside rear cover. We need more people to answer members queries regarding their cars. Desparate areas are 'Wheels & Tyres' and 'Optional Extras' although most areas need a second contact. If you can help out please contact the Editor by phone or fax, your knowledge could keep another P6 on the road, help your fellow members... volunteer today!

**THE EDITOR OFFERED HIS SERVICES
ON FLUFFY DICE AND STEERING
WHEEL COVERS ... FOR SOME
REASON IT WASN'T TAKEN UP!**