SEARCHING FOR HARD-TO-FIND PARTS IS A LOT LIKE PEELING AN ONION. YOU GO ONE LAYER AT A TIME AND TRY NOT TO CRY.”

Meet Davin, OUR PARTS FINDER

When your claim requires finding some automotive needle in a haystack, Davin’s your man. He has one job here at Hagerty: when a client needs a replacement part, he finds it. And though that sometimes involves hours of searching and frustration – maybe even a few tears – he wouldn’t trade his job for anything in the world. It’s that kind of passion that makes him perfect for Hagerty, and makes Hagerty perfect for you.

Hagerty. We may sell insurance but we live classics.
but it is possible for the diaphragm to leak without rupturing. A small leak may affect the engine noticeably only at high speeds but may also allow fuel to drip through into the camshaft area and from there to the oil sump. As Phil Allen mentioned at the TTC April 2013 technical meeting at his workshop in Woodstock, if this occurs, there is a risk of an explosion.

The two one-way valves have a disc and a seating held together by a small cage. Pressure in one direction pushes the valve on to its seating, closing it; pressure the other way lifts the disc and opens the valve. Although valves may last many years dirt can get in and stop them seating properly. If you remove them for cleaning, do it one at a time and remember which way they were seated. Gaskets and loose fuel pipes may also leak, and so may the seal between the diaphragm and the two halves of the pump body.

Another occasional fault is loose mountings. As the lower part of the pump is often out of sight and hard to reach, the nuts can work loose unnoticed. In my case, one of the retaining nuts was only finger tight. A badly secured pump can cause damage to the cam lobe or the pump lever and may cause an oil leak.

TTC’s TR6 Model Coordinator, Fred McEachern, advised replacing the steel inlet and outlet fuel pipes, or at least the use of new compression rings, when replacing a fuel pump as the connections invariably leak afterwards. Thankfully, this wasn’t my experience.

Prior to the fuel pump failure in my Six, I had noticed a flat spot or ‘missing’ in the engine between 1500 and 2200 rpm for quite some time which I had put down to an electrical issue (HT wires, spark plugs, coil, rotor, etc.) but with hindsight, clearly this was an indication of incipient fuel pump failure. Dave Sims, one of my regular driving buddies was kind enough to let me have his spare fuel pump which I installed together with a new in-line fuel filter sourced from NAPA. Now, I have to decide whether to buy a new pump to have as a spare, get a rebuild kit or not bother for another 40 years.