Fuel Cock

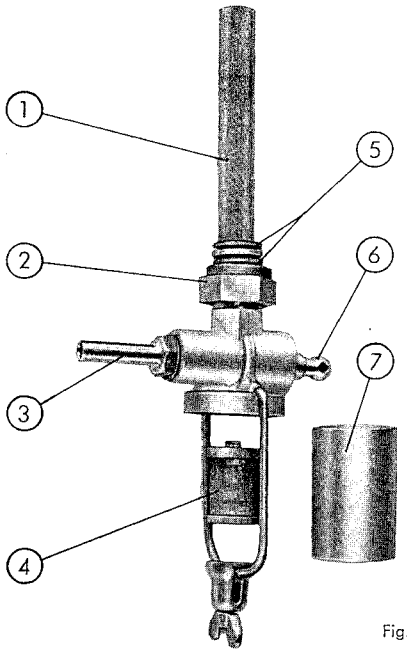

Fig. 41

① **Strainer**

② **Union nut**

③ **Connection for fuel hose**

④ **Filter**

⑤ **Gaskets**

⑥ **Connection for operating linkage**

⑦ **Filter housing**

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Removing and Installing Fuel Cock

To clean the fuel tank and the strainer in front of the fuel shut-off cock, the fuel cock must be removed.

Removal

1. Remove and fully empty fuel tank (see 17 Fu).

2. Unscrew union nut and take off fuel cock.

3. Clean strainer with compressed air.

Installation

Install in reverse order, observing the following points:

1. Thoroughly clean fuel tank.

2. Use new gaskets (one each above and below the strainer edge).

3. Make sure that connection at fuel cock correctly aligns with operating linkage. If necessary, loosen union nut and slightly offset fuel cock.

3. After installation check connections for leaks.

Inspection of Fuel System

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Procedures:

1. Check quantity of fuel in tank. Air vent hole in the fuel filler cap must be perfectly clean.

2. Check position of fuel cock.

3. Disconnect fuel line on carburetor. For a moment press the starter button without switching on ignition and check if fuel is delivered:

   a) Fuel is delivered: check pump pressure; check if float needle valve and jets in the carburetor are perfectly clean.

   b) No fuel is delivered:

4. Disconnect fuel line to fuel pump.

   a) Fuel is coming out: check fuel pump for leaks. If necessary, retighten pump housing screws and connection. If necessary, remove and check fuel pump.

   b) No fuel is coming out:

5. Remove fuel tank, check cock, check gaskets.

6. Blow compressed air through fuel line.

Fuel Mileage Test

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Mileage Test while the Car is driving

(average consumption)

It is recommended to measure the fuel consumption of a car under normal driving conditions over a great distance. An approximate measurement can be made by fastening a fuel-mileage tester on the fuel pump and replenishing or weighing the fuel consumed for a certain distance. Do not allow the carburetors to become empty while driving, unless they were empty at the beginning of the test. To carry out the test, the following points should be observed:

1. Adustment of fuel pump, carburetor and ignition should correspond to factory specification.

2. Before carrying out the test, the engine must have obtained the normal operationg temperature.

3. The car must be normally loaded.

4. If possible, conduct the test under normal road and driving conditions. City driving, continous driving in the lower gears on a level ground or in the mountains, rapid acceleration and high speeds, consequently lead to higher fuel consumption.

5. Only high-grade commercial fuel should be used. Consumption may be determined as follows:

$$\frac{\text{Fuel consumed (gals.)}}{\text{Length of the course (miles)}} \times 100$$

Apart from the above mentioned test there is also the possibility to measure the fuel consumption on the test bench with the engine removed.

In this connection we should like to refer to the information for determination of the fuel consumption according to DIN 70030.