Components

Fuel tank

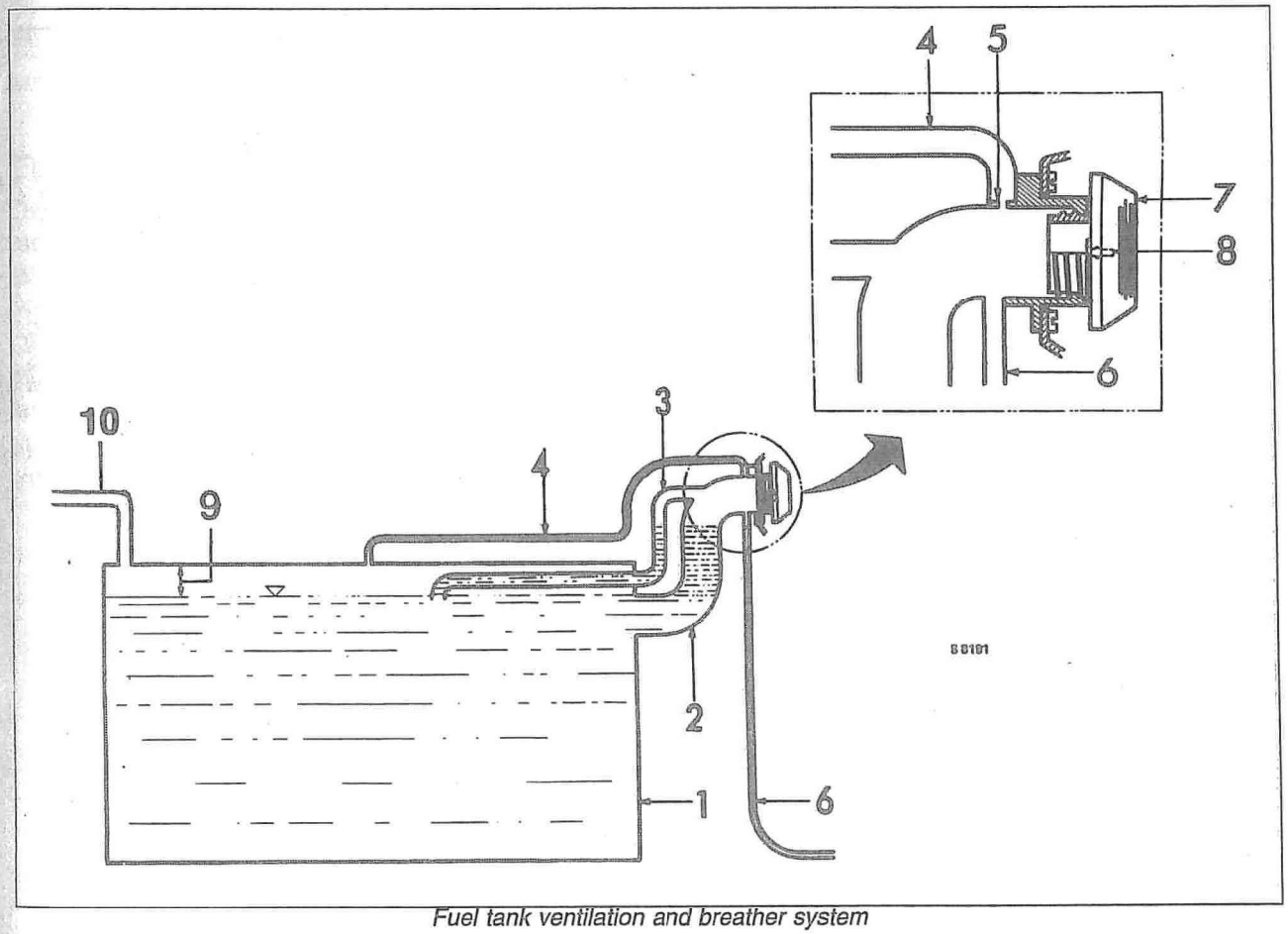
The fuel tank is made of injection-moulded plastic and houses the fuel level transmitter, the pump inlet line and a connection for the fuel return line.

The tank is equipped with a breather system and overfill protection, which allows for expansion of the fuel inside the tank.

Fuel tank venting and overfill protection

When fuel is added to the tank air is evacuated partially through the breather pipe (3).

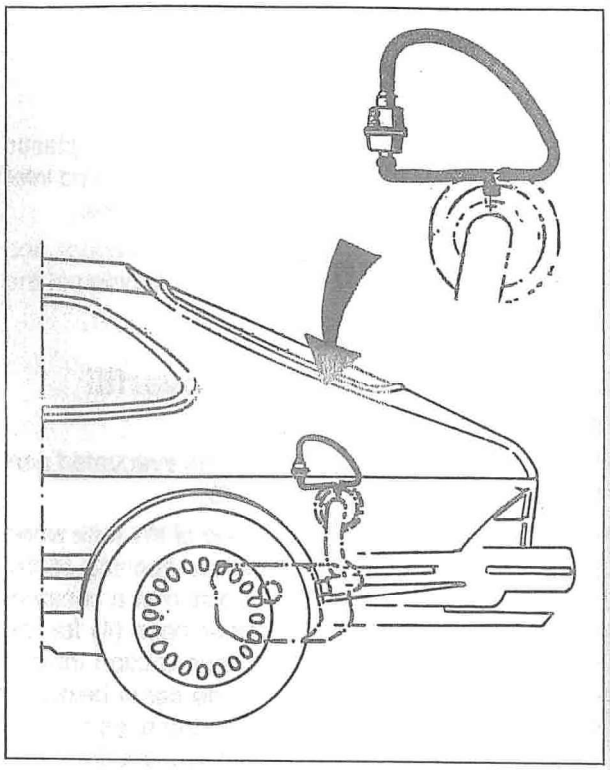
An air cushion is formed at the top of the tank when the level of fuel reaches the lower opening of the breather pipe (3), owing to the action of a constriction (5) positioned in the breather hose (4) for the upper section of the tank. The constriction inhibits rapid changes in volume when the car is being refuelled but does not affect gradual changes in volume occasioned by temperature variations or the movement of the car when it is being driven.



Fuel tank ventilation and breather system

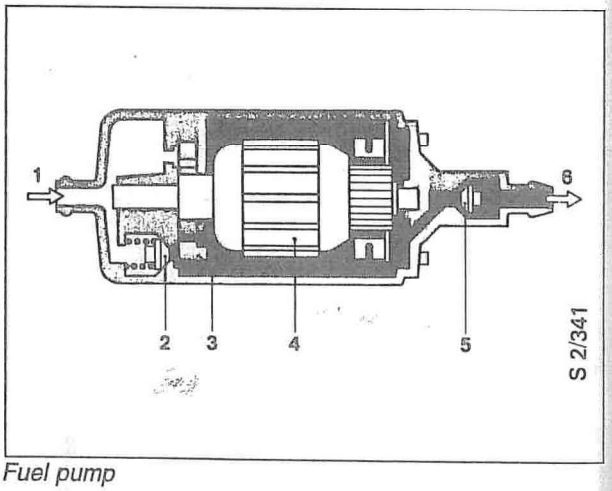
1 Fuel tank
2 Filler pipe
3 Breather pipe
4 Breather hose
5 Constriction
6 Vent hose
7 Filler cap
8 Vacuum valve
9 Expansion space
10 Return fuel line

The tank is vented externally through the vent hose (6) which runs from the filler pipe up the rear corner pillar and along the roof (above the headlining) down through the left front corner pillar and into the engine bay. On late-production model year 1985 and later cars the vent hose is connected to a spigot on the outer end of the filler pipe.
Under normal conditions, the filler cap makes a tight seal with the filler pipe. However, the cap incorporates a vacuum valve which will prevent the fuel tank from collapsing as a result of the pressure difference that could arise if the ventilation system should become blocked.



Fuel pump, EU (1984-)

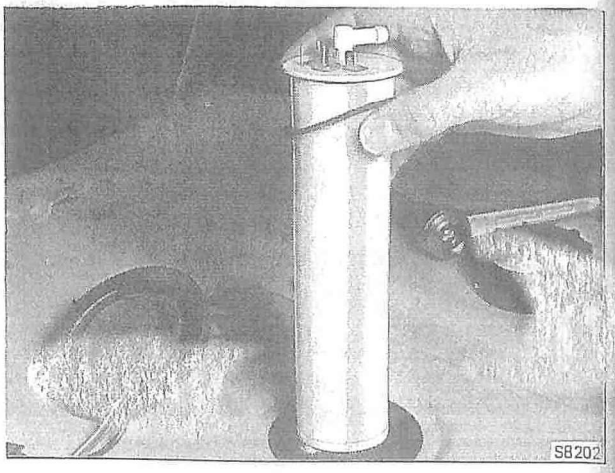
The electric fuel pump is fitted inside the fuel tank and a filter is connected to the pump inlet. The pump and motor form an integral unit and cannot therefore be repaired. The pump is fitted with a relief valve which opens if the fuel pressure becomes excessive for any reason.
A non-return valve in the pressure line from the pump prevents the pressure in the fuel line from dropping immediately after the pump stops running.



Fuel pump

1 Inlet
2 Relief valve (safety pressure)
3 Pump unit
4 Rotor
5 Non-return valve
6 Outlet

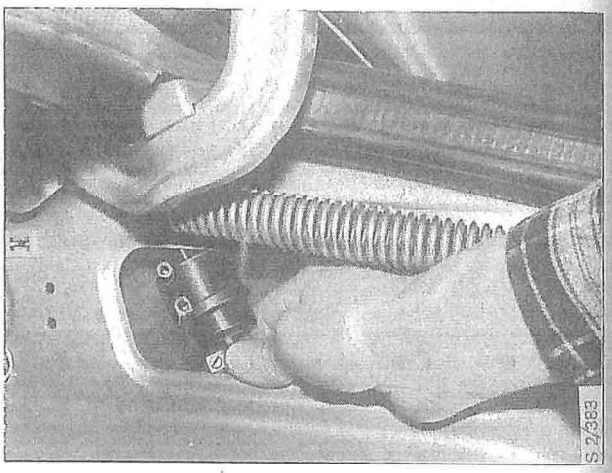
5 Remove the transit safety from the new transmitter (as from 1983 models).
6 Inspect the rubber seal.
7 Fit the transmitter and tighten the cover.
8 Reconnect the electric leads.
9 Refit the rubber plug and reconnect the battery cable.



Replacing the roll-over valve

To remove

1 Remove the trim on the right-hand side of the luggage compartment.
2 Remove the screws and withdraw the valve.
3 Disconnect the valve from the hose.



To fit

1 Attach the valve to the vent hose (with the long outlet at the top). Make sure that the lugs on the valve are in line with the screw holes in the body panel.
2 Screw the valve in place and refit the trim in the luggage compartment.