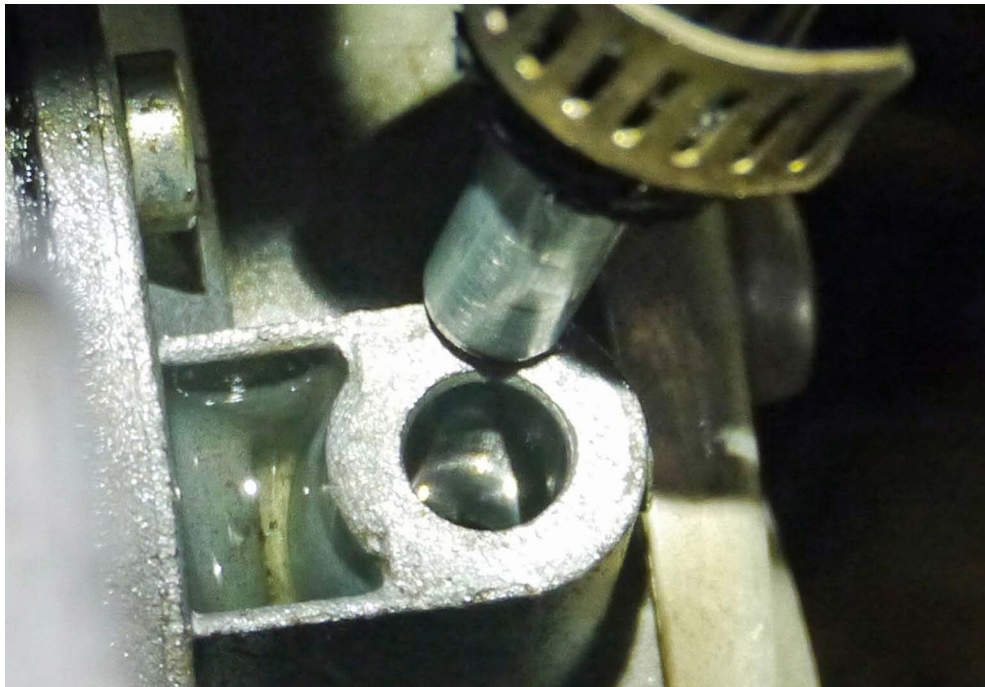


Petrol Leaks

By Bruce Stringer Web Wallah

They say things come in threes and I am now starting to believe it. Ever since we purchased our 2CV Bamboo in 2005 it has been plagued by a constant petrol smell. Over the years I have tried to chase it down but it has never really quite gone away. Inspected the fuel line, petrol tank taken out and checked, fuel filter changed and fuel pump replaced due to the old one failing.

Here, I need to digress a little. At the same time the 2 CV was purchased I also purchased a L15. Both were purchased in Qld and were headed back to Geelong, Victoria. The first to head south was the Traction and Brian Wade helped me with the paper work. In my many discussions with Brian I asked him about D's and their reliability. He had had no real problem with them except one which caught fire due to the inlet pipe connection coming out of the Solex carburettor.



Before venturing south with the Traction I took it for a few refresher drives having not driven one since my University days in the sixties and on one of these jaunts the smell of petrol became a little concerning. On lifting the bonnet I was greeted with a carburettor awash with petrol and staring at what Brian had described happened to his car. Fortunately, there was no fire!!

The problem was subsequently permanently fixed by Lance Collins putting in a threaded male tailpiece. He also ensured the rest of the mechanicals were OK for the journey to Geelong which was a great trip and trouble free.

Fast forward to 2014 and my Article in Front Drive "Learning the Hard Way" (Vol 38 No 3 Pg 46) about my misfortune when driving the DS on a visit to see David Gries in Melbourne. The exact same thing happened with the fuel pump this time and I used the same fix with threaded male tail pieces for both the inlet and outlet of the pump. Now back to my story and no doubt you can guess what is coming. Once again I am peering at the engine of the 2 CV wondering why it doesn't like starting when I see a little pool of petrol sitting in a recess at the top of the pump next to the outlet pipe. How can that be? I know I tightened that hose clip when I replaced the pump. OK so maybe I didn't. When I tried to tighten it, you guessed it, the pipe was loose and just lifted out. The infection had spread to yet another of my cars!

The treatment was the same as the others and the petrol smell seems to have disappeared. See Photos.

Prevention is better than cure so I will be slowly but surely giving the same treatment to any other similar inlets and outlets.

