

Tech Talk

Traction Fuel Filter

Your Editor received an email from long-standing member Mike Killingsworth recently. Mike wrote:

'I recently discovered that there is a fuel filter in the Traction. Since I didn't know it was there I'm suspecting that there are others in the same boat! If so then the attached article may be of some use.'

In the 52 years I have owned my Light 15 I've always wondered why there was no fuel fil-

ter in the system. Years ago I installed a standard Z14 plastic filter in the line between the pump and the carburettor and therein lies my first mistake! As I learned on the 2013 Peking to Paris Rally in my EH Holden a filter installed before the pump will not only stop muck getting into the carburettor but also from damaging the pump.

So, recently we realised there was significant loose rust and other rubbish in the fuel tank. This not only blocked up the carburettor but also damaged the valves in the mechanical fuel

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pump. We cleaned the carburettor and rebuilt the pump but the only real solution was to clean the tank.

The tank comes out pretty easily, especially if you're blessed with a hoist. Accessing the top, to start the removal process via the boot floor reveals two holes in the tank top, one for the sender unit and, you guessed it, one for a fuel filter!

The filter is an interesting device made up of a tube surrounded by 50 something washers, each of which has a number of fine grooves in the face, which allow fuel to pass through on its way to the pump at the other end of the car.

Cleaning is a simple matter of loosening the knurled nut at the bottom end of the tube so that the washers can be separated. Then spray/soak in carburettor cleaner and if necessary run a piece of folded wet/dry sandpaper between each washer. Finally if possible blow through some compressed air and tighten the knurled nut.

The Light 15 had previously had a cork gasket [the Big 15 had a paper one so not sure which is correct] so we made a cork one. Just cut the inner hole in the cork sheet, mark for the screw holes and punch them out and then mark and cut the outer circle. Screw it all back onto the top of the tank and you'll probably be good for another 50 years!

Mike Killingsworth