

## A LITTLE NOTE ON P6B VAPOUR LOCK

I recently diagnosed and cured a problem with my P6B, a problem that is probably only found on a P6. My P6B is a car which had been off the road for many years, and after the usual work to get it roadworthy and on the road again it was in the cooler months running well and powerfully as it should. But the onset of warm weather triggered vapourlock problems, this being vapourisation of the fuel inside the fuel pump, which causes the fuel pump to not function.

That it was vapourlock is certain, as the old trick of wrapping a wet rag around the pump to cool it got the car running well again, and got me home. This would not have surprised me had the car been in traffic on a 40 degree day, but in this case it was happening with the car on the move on 30 degree days. I traced the problem to incorrect cable adjustment on the fuel reserve tap. The fuel reserve system on a P6 works by having 2 pickup points in the tank, a higher and a lower one, each with their own fuel pipe to a tap in the engine bay. When you run low on fuel so that the higher pickup point in the tank no longer works, you pull the knob and fuel is then drawn via the lower pickup point. In my case the incorrect adjustment of the cable meant that the fuel flow through the main pipe was restricted due to the tap not being sufficiently open.

The pump had enough suction to overcome the restriction in cool conditions, but in warmer conditions the suction vapourised the fuel rather than pumping it. I diagnosed this by disconnecting the fuel pipe to the pump, and seeing how well gravity made the fuel flow onto the ground. My main fuel line flowed with a bare trickle, while the reserve line flowed plentifully.

Courtesy of Member Peter Anderson.