

75 AND ZT CLUB TECHNICAL INFORMATION DOCUMENT

Model: Rover 75 / MG ZT and Tourer models

Ref: TID-005

Derivative: All petrol variants

Date: 25/10/2005

Title: Petrol Fuel System Failure

Description: This document is intended as a guide to reassembling the in tank fuel filter on petrol variants. These filter units have been known to fail by coming apart inside the tank. This guide can be used to reassemble the unit and prevent further reoccurrence. The guide can also be used if a failure has not yet taken place to ensure minimal problems in the future.

Action required: To complete the modification of the filter unit use the procedure detailed below.

Detail:

Please ensure that all source of ignition are identified and removed from the area before starting. When following this procedure you will be working with an open fuel system and fuel vapour will be released into the air, ensure you are working in a well ventilated area and that you understand the health and safety risks involved with working on the fuel system before you commence work. No smoking, no naked flames, no sparks and no power tools.

1. Remove the rear seat squab (Pull the front upwards to unclip then push backwards to release at rear. It will probably require a grovel underneath the raised squab to help release the rear.)
2. Remove the body cover plate over the filter / regulator assembly (That is the access plate on the left hand side behind the passenger seat [UK]. The access plate on the right hand [UK driver] side covers the similar installation for the fuel pump.)



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3. Release any trapped pressure in the fuel system by depressing the Schrader valve (under a coloured dust cap by the throttle body under the bonnet)
4. Detach the push fit fuel pipe by pushing in the green retainer clip and tie back out of the way.
5. Make up a simple metal tool to remove the locking ring, and detach it. (mine was actually made from a couple of stainless steel wall ties bolted together, but whatever you use, it must be capable of the 38Nm installation torque). See Fig. 3
6. Partially remove the filter regulator assembly, and twist both halves firmly back together (The joint is immediately above the stainless steel reinforcing band) See Fig. 4



Fig. 3

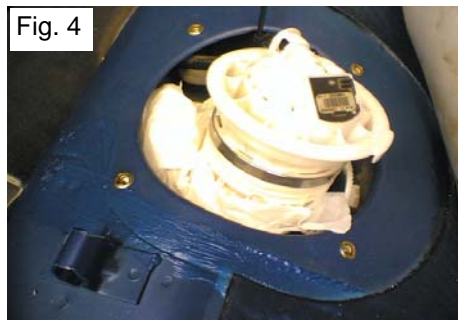


Fig. 4

7. Reassemble by reversing the process, and ensuring that the seal between the tank and assembly is correctly installed and the locking ring torqued to 38Nm.

I have tried to prevent further occurrence of the fault by pinning the joint in place with a couple of self tappers, but only time will tell if it works. See Fig 5

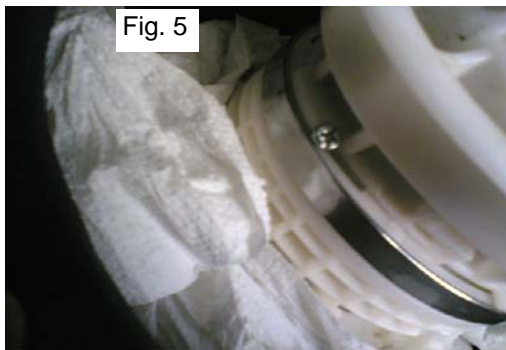


Fig. 5

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