



The fuel system that is supplied by Westfield is made up of four major components:

- Inertia Cut-Off Switch
- Fuel Tank
- Fuel Pump
- Fuel Filter

When fitting these components, care needs to be taken in order to prevent damage or leaks from the parts. It is also essential that the fuel hoses used confirm to the British Standard BS AU108/2L4/C4/R, other important considerations are

Do not use plastic fuel hose

Do not use metal clips to attach fuel hose to the chassis

Make sure that fuel hose is kept away from sharp edges and moving parts.

Tools Required

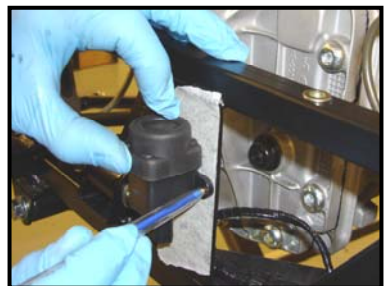
3mm Allen Key
8mm Spanner
10mm Spanner
4.1mm & 5mm Drill
Rivet Gun
Flat Blade Screwdriver

Fitting The Inertia Cut-Off Switch

The purpose of the inertia switch is to cut the electrical supply to the fuel pump in the event of an accident. It can be re-activated by pressing down on the top of the inertia switch. If the inertia switch has been de-activated due to an accident, the car could be thoroughly checked over before re-activating the inertia switch.



1. The chassis comes un-drilled for the inertia switch. Position the switch on the upright bar behind the differential oil filler plug. Mark where the holes are and drill with a 5mm drill-bit.



2. Remove the wire loop and connector from the inertia switch jack on the wiring loom. Connect the inertia switch to the wiring jack and fix to the chassis using

- 2 x 16mm long x 5mm Button head bolts
- 4 x 5mm plain washer
- 2 x 5mm nyloc nut





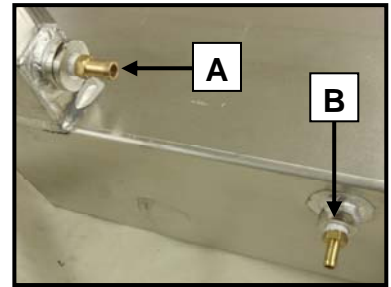
Fitting The Fuel Tank

1. Locate the two brass fuel unions that have push-on pipe fittings. Wind PTFE around the threads of both fuel unions.

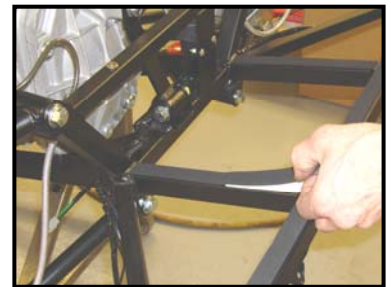


A – The larger 12mm union threads into the collector part of the tank.

B – The smaller 8mm union threads into the return feed to the tank.



2. Take the supplied foam tape and place it on the top of the two rear chassis bars behind the differential casing and along the rear chassis bar that run from corner to corner.

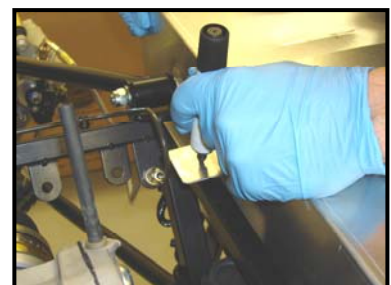


3. Attach foam tape to the inside of both the tank straps, do not put foam tape on the very ends where the bracket will be bolted to the chassis.



4. Place the fuel tank into the rear chassis where the foam tape has been placed. Make sure there is equal gap between the tank and the outer chassis rail.

Place the tank straps over the tank and mark where the rivnuts are positioned on the top and bottom chassis rails. Drill the straps with a 5mm drill-bit.





5. Attach the straps to the chassis using

4 x 20mm long x 6mm bolts

4 x 6mm spring washer

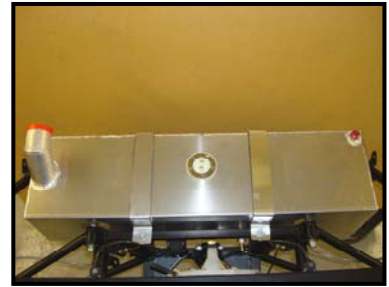
4 x 6mm plain washer

If there are no rivnuts provided in the chassis, then it will be necessary to drill a 6mm hole through the chassis and attach using

2 x 30mm long x 6mm bolt

4 x 6mm plain washer

2 x 6mm nyloc nut



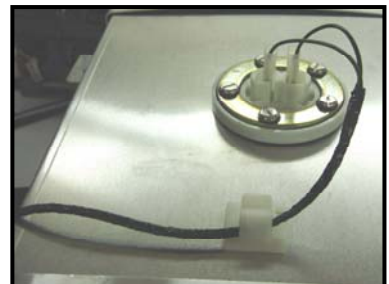
6. Attach the supplied length of 5.4mm fuel breather pipe to the top of the tank and secure with a cable tie. Run the pipe along the inside of the outer chassis rail to the top. Secure to the chassis using two loom saddles spaced evenly.

2 x loom saddles



7. Using the wiring diagram, identify the fuel tank sender wires and connect them onto the fuel tank sender.

The wires can be connected either way around on the sender.



Fitting The Fuel Pump & Filter

1. Before the fuel pump can be mounted, the pipe fittings need to be attached. The 8mm union goes at the end of the pump with the connections and the 12mm the other.

- 1 x 12mm push on pipe union
- 1 x 8mm push on pipe union
- 2 x 10mm copper washer

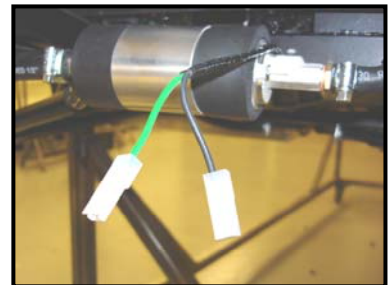


2. The fuel filter also needs assembling. The 8mm push on straight union goes on the feed end of the filter and the banjo 90° union attaches with two sealing washers at the exit end of the filter.

- 1 x 8mm push on pipe union
- 1 x 12mm sealing washer
- 1 x 8mm banjo push on fitting
- 2 x 10mm sealing washer



3. It is necessary to remove the female spade terminals that are fitted on the wiring loom and attach the small eye connectors that are supplied with the fuel pump.



4. Mount the fuel filter into the clamp provided. The direction of flow arrows for the fuel should point forwards. The filter mount is bolted to the chassis rail that runs under the right hand side driveshaft and differential casing. Mark the mount holes and drill with a 6mm drill-bit. Mount the filter with

- 2 x mm long x mm bolt
- 4 x mm plain washer
- 2 x mm nyloc nut



5. The fuel pump mounts under the fuel tank onto the chassis rail that has the differential stabiliser mount on. Position the fuel pump with the outlet towards the right where the fuel filter is. Drill up through the chassis rail with a 6mm drill. Be careful to avoid the differential stabiliser mount. Mount the pump with

- 2 x mm long x 6mm bolts
- 4 x 6mm plain washer





2 x 6mm nyloc nuts

6. Run a length of 5/16" fuel pipe from the outlet of the fuel pipe, over the chassis rail below the inertia switch and to the fuel filter. Attach with hose clips. Where the pipe touches the chassis, cover it with conduit tubing and cable tie to secure.

2 x 16mm hose clips



7. From the fuel tank outlet, run a length of the 1/2" fuel pipe down to the inlet side of the fuel pump. Attach with hose clips. Where the pipe touches the chassis, cover it with conduit tubing and cable tie to secure.

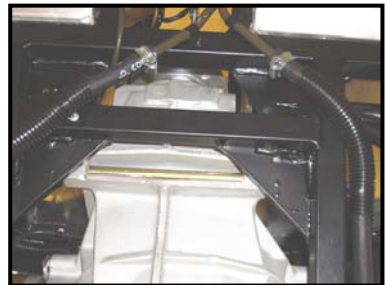
2 x 20mm hose clips



8. On lowered floor cars the fuel pipes will exit the tunnel and splay out at 45°, attach the fuel pipe that points towards the fuel filter with a length of 5/16" pipe and hose clips. The other fuel pipe can be attached to the return feed. On flat floor cars, the most suitable metal pipe should be connected to the fuel filter and the other to the tank return.

4 x 16mm hose clips

Where the pipe touches the chassis, cover it with conduit tubing and cable tie to secure.



9. Connect the modified wires to the fuel pump, secure the connections in place with

2 x 4mm shake proof washer

2 x 4mm plain washer



