Main / Reserve Fuel Switch

Written by Lagonda1928 at Mar 09, 2019 8:33 pm

Bishopgray have recently done an excellent job refurbishing the Autovac on my 2 Litre High Chassis but this has now revealed that the main/reserve fuel switch (picture attached) is leaking as the internal cork gaskets have reached the end of their life. They are 3/4 inch diameter and one is maybe 1mm thick and the other around 6mm.

I was wondering if anyone knows anyone that supplies replacement gaskets for this application (I think that the club ones are a lager diameter) or a supplier of a suitable material (nitrile rubber ?) from which I can make some ? If anyone can confirm the exact initial thicknesses that would also be useful as its difficult to tell from whats left of mine.

Attachments:

Main Reserve Switch.JPG (filesize: 109.33 KB)

Main Reserve Fuel Switch 2.JPG (filesize: 105.57 KB)

Re: Main / Reserve Fuel Switch

Written by H 54 John at Mar 24, 2019 11:08 am

I've the same problem and have (temporarily I hope) replaced the elegant original switch with one of the commercially available Enots c/o taps. It does the job but looks very wrong. Have you had any responses or suggestions? It seems odd that the corks for the larger tap are readily available but not for the one used on the 14/60 and Speed models.

Re: Main / Reserve Fuel Switch

Written by GrahamSw at May 23, 2020 6:39 pm

Hi gentlemen,

I have my fuel system down presently and am also considering the condition of this valve. Did either of you solve the problem of gaskets?

Thanks

Graham

Re: Main / Reserve Fuel Switch

Written by GrahamSw at May 23, 2020 6:40 pm

Hi gentlemen,

I have my fuel system down presently and am also considering the condition of this valve. Did either of you solve the problem of gaskets?

Thanks

Graham

Re: Main / Reserve Fuel Switch

Written by Lagonda1928 at May 30, 2020 11:27 pm

I would suggest that you might try contacting Bishopgray and see if they can help you.

There is another potential issue with the fuel switch in that the internal hole diameters are slightly too small and can restrict fuel flow particularly when running for long periods with large throttle openings such as on a Motorway... which probably wasnt a big problem in the 1920's ! While you are working on the switch, unless this has already been done, it might also be worthwhile trying to see if you can get the holes enlarged.

Re: Main / Reserve Fuel Switch

Written by GrahamSw at May 31, 2020 2:06 pm

Quote by Lagonda1928:

I would suggest that you might try contacting Bishopgray and see if they can help you.

There is another potential issue with the fuel switch in that the internal hole diameters are slightly too small and can restrict fuel flow particularly when running for long periods with large throttle openings such as on a Motorway... which probably wasnt a big problem in the 1920's ! While you are working on the switch, unless this has already been done, it might also be worthwhile trying to see if you can get the holes enlarged.

Thanks for this. Graham