

# BREATHING EASY

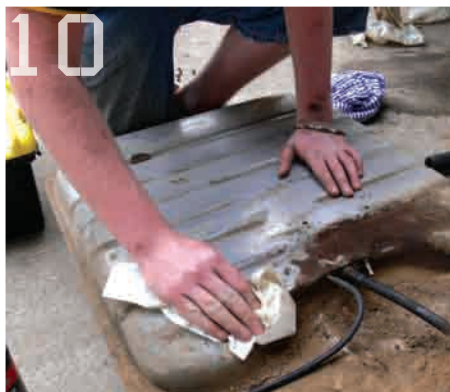
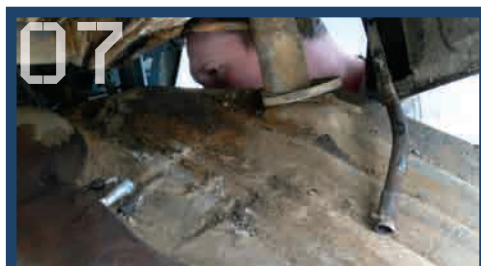
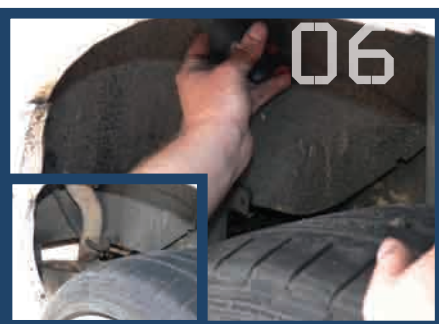
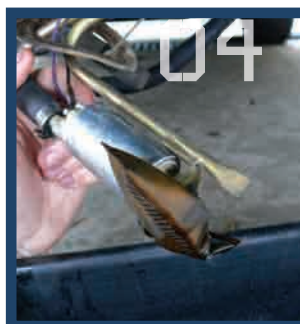
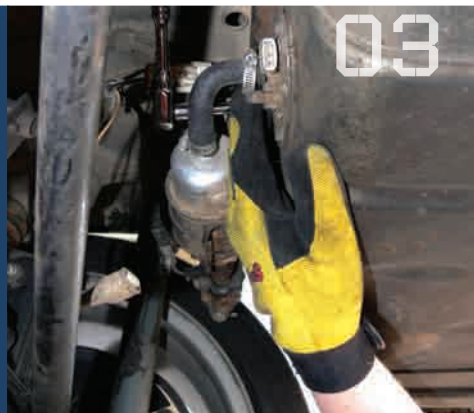
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A STRONG PETROL ODOUR HAS ALWAYS SURROUNDED MY CAR. IT WASN'T UNTIL THESE FUMES MADE THEIR WAY INTO THE CABIN THAT I DECIDED TO DO SOMETHING ABOUT IT. WE HEAD UNDER THE VL AGAIN, THIS TIME TO REPLACE THE FUEL-TANK BREATHER HOSES

I really enjoy driving my car. I can be having the worst day on record, but as soon as I jump behind the wheel of the VL and put it through its paces a smile will creep back across my face. Until a month or so ago, it was all good clean fun.

When the fuel smell that had typified my car for as long as I can remember started filling the cabin, I dropped the car off at my mechanics. I was under

the impression that the fuel smell was due to the car running exceptionally rich because of their general incompetence. I was wrong, and they said that the breather hoses were going, and they should be replaced. Now, over one month since I was told to do something about it, I have. Sit back as we take you through dropping the fuel tank, replacing the breather hoses and then enjoying driving for all the right reasons.



1. For the purpose of this job, it is probably easiest if you have a tank capacity of less than a quarter full. This wasn't hard for me, as it's the only amount of petrol I ever seem to have in there any more. Remove the fuel pump fuse, number three, to depressurise the system

2. Bring out the trusty trolley jack, and jack up the car to allow you more room to work underneath. Obviously, you will want stands to rest the car on for your own safety

3. To get the tank clear of the car with no damage to your fuel system, you will need to remove the fuel pump assembly. There are five bolts holding it

4. Undo the hose clamps connecting the in-tank pump to the outer one, and drag out the in-tank set-up

5. Undo both the tank straps. There are four bolts in total - one per end of the strap

6. Remove this little access panel (there are three Phillips head screws holding it in). You should be able to see just how shot your lines are as well as the fuel-filler neck, which needs to come clear

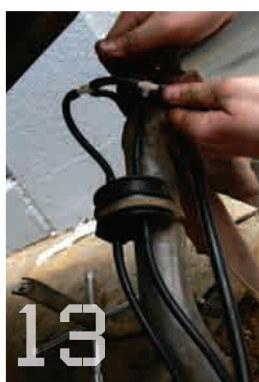
7. The best way to get the fuel-filler neck out is to pull at it and work it until it is clear. With the tank now resting solely on the trolley jack, double-check that all of the lines are disconnected and slowly roll the tank from under the car

8. This isn't even half the rubbish that was on top of my fuel tank. Who knows how it got there (the rubber included), but it no doubt had a hand in the demise of my breather lines

9. This is a shot showing just how bad the old lines were - well past their use-by date. No wonder they had perished

10. With the tank out, it became apparent just how dirty it was. We decided to clean it up a little using degreaser and some coarse rags

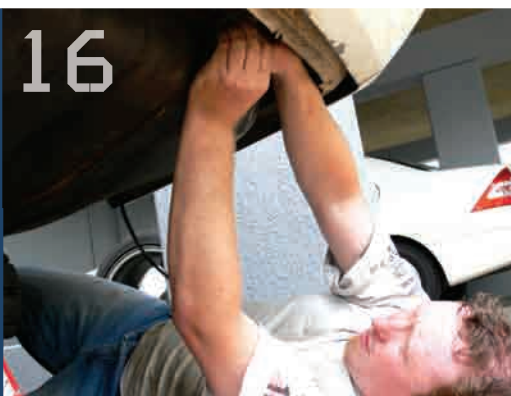
11. Now doesn't that look much better? We can begin replacing the hoses



**12.** Two outlets on the tank connect to the mystery box that is clamped halfway up the filler neck. Connect these two straight to the box, and allow some slack and cable-tie them close to the shape of the tank

**13.** Pull out your T-pieces – you will need two. They are connected above the box, like so

**14.** You will no doubt notice that you have one hose that leads nowhere. This actually connects to the charcoal canister via a pipe that runs the length of the car. You will have seen this pipe when you removed the panel in Step 6. Connect the final breather hose to it, and you should have a set-up looking like this



**15.** The hardest part of the whole DIY was getting the fuel-filler neck back into place. We found that if you remove the rubber grommet and replace it, then force the filler neck through the rubber grommet things should go smoothly

**16.** Replace the tank straps. Tighten them, and slowly lower the jack out of the way ensuring that the tank is staying firmly in place. With the weight of the tank on the straps, double-check that the bolts are tight

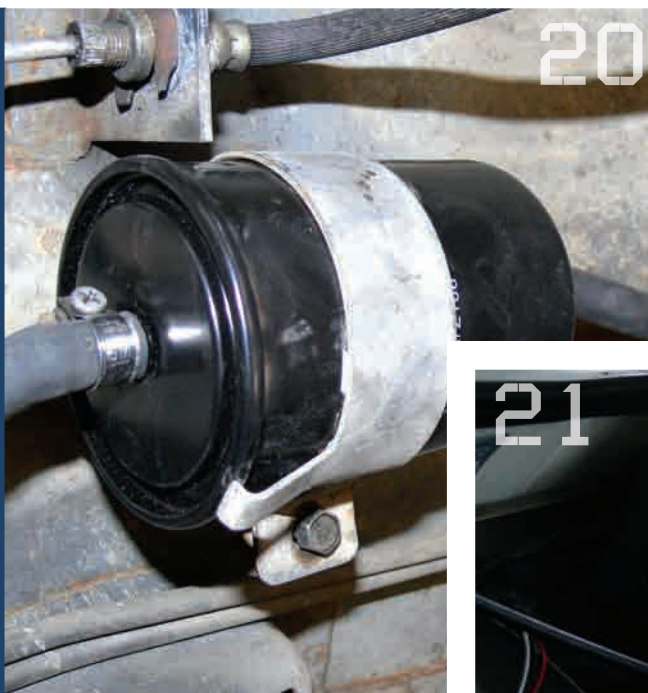


**17.** Replace the fuel pump set-up. Make sure you put it in the right way. Initially we put it back in the wrong way, and felt like total dorks

**18.** We saw this as a good time to replace the fuel filter, which I was skeptical about. It can't hurt to do it and the amount of times that my car has run dry, it was probably full of dirt and rubbish. Start by removing the hose clamps

**19.** Undo the bolt holding the bracket in place and remove the old filter. Replace it with a new one, and ensure that the flow arrow is pointing the right way. With the fuel filter reinstalled, double-check that the fuel system is tightened and correctly placed

**20.** With the new filter in, tighten the hoses and the bolt that secures it to the body



**21.** Replace the fuel-pump fuse. Turn the key in the ignition and you should hear the fuel pump priming. Wait until you cannot hear it anymore, and turn the car over



Everything going to plan, the car should crank. There should be no more fuel issues including smells or lack of supply due to a dodgy filter. Next time you fill up, it wouldn't be a bad idea to check once again that the tank straps are firmly connected and holding the tank. **SC**