

## TURBO 1 & 2 EVOLUTION FUEL PUMP CHANGE

by Simon Ashley - June 1996

One of the most tedious jobs on these vehicles is replacing the submerged lifter pumps as fitted in all Turbo 1's and early 1983 Turbo 2 cars as they fail due to old age. The actual lifter pumps are manufactured by Bosch and simply stop working because the entire brush has worn away within the motor. These items are very expensive to replace, and in all honesty a more reliable system can be built using off the shelf components for a lot less than replacing the original lifter pumps. A parts list for replacing the two lifter- pumps is given below.

- 1x Facet Silver Top Competition fuel pump
  - 1x Rubber mounting kit
  - 1x 90 degrees Brass union 1/8 NPTF, with 10 mm tail
  - 1x Straight Brass Union 1/8 NPTF, with 10 mm tail
  - 1x T piece 10mm
  - 1x Metre of rubber fuel tubing (10 mm 1D)3/8
  - 7 x Jubilee clips to suit fuel tubing
- The above should cost around £65.00 which includes vat.

### PROCEDURE

Changing the pumps on these cars involves removal of the seats and the cover that sits over the tanks. The two lifter pumps can then be accessed (there is no other way of achieving this). The pumps are removed by unscrewing the large white polythene retaining ring, and removing the electric and fuel feeds to the pump. The pump can then be removed from the aperture in the tank. When removing the pump, take care not to lose the rubber - sealing ring that sits between

the tank and the pump. Remove the old lifter pump from its cradle and replace the pump with a length of fuel tubing which reaches down through the centre of the cradle, secure with a jubilee clip. The cage can then be re-assembled back into the tank. When re-assembling use a small amount of silicon to seal the tank to cage joint. The retaining ring should then be tightened. Repeat this procedure for the other pump. The two fuel lines should then be joined just behind the hand brake area with the T piece (use jubilee clips at all unions). The pump should ideally be mounted behind the handbrake on isolating bushes, using the T piece allows a single connection to the inlet port on the pump. The fuel line to the swirl tank should then be connected to the outlet port on the pump. Re-connect the pump using one set of electric's from the original pumps and discard the other spare wires from the loom, isolating them. Finally check the system for correct operation and fuel leaks, once satisfied with the results the cover and seats can be refitted to the vehicle and your fuelling woes should be over. In total the job should take about 5 -6 hours. A small diagram of the completed system is shown.

## CD FIGURES

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The Renault 5 Turbo might have a Cd figure of 0.46 but acceleration from 50 to 70 mph in 4th gear is achieved in just 3.9 seconds!

## GOOD NEWS FOR ALL TURBO 1 & 2 OWNERS

October 1996

Prices of these cars seems to be rising at last and the last few cars have sold in the UK for the following amounts:-

- £9,000 T2 (July)
- £9,995 T2 (2 examples) (July)
- £10,500 T2 (August)
- £11,000 T2 (August)

I think this is encouraging and let us hope we have seen the last of the cheap cars being traded for silly prices. The cars are worth £9 K to £11K generally speaking and of course there have been rough cars and ones which needed restoration in the past, but these have all gone now. To sell a Turbo 2 for £5 to £6.5 k or less starts to set a trend and everyone thinks that that is the norm. Well I have to tell you that I know of only two cars in Britain today under £9k and all the rest are way over that price band, with two cars for sale at £14K. Do you have a feel for other Group B Car prices, if so let me know. Ed

