Fuel System

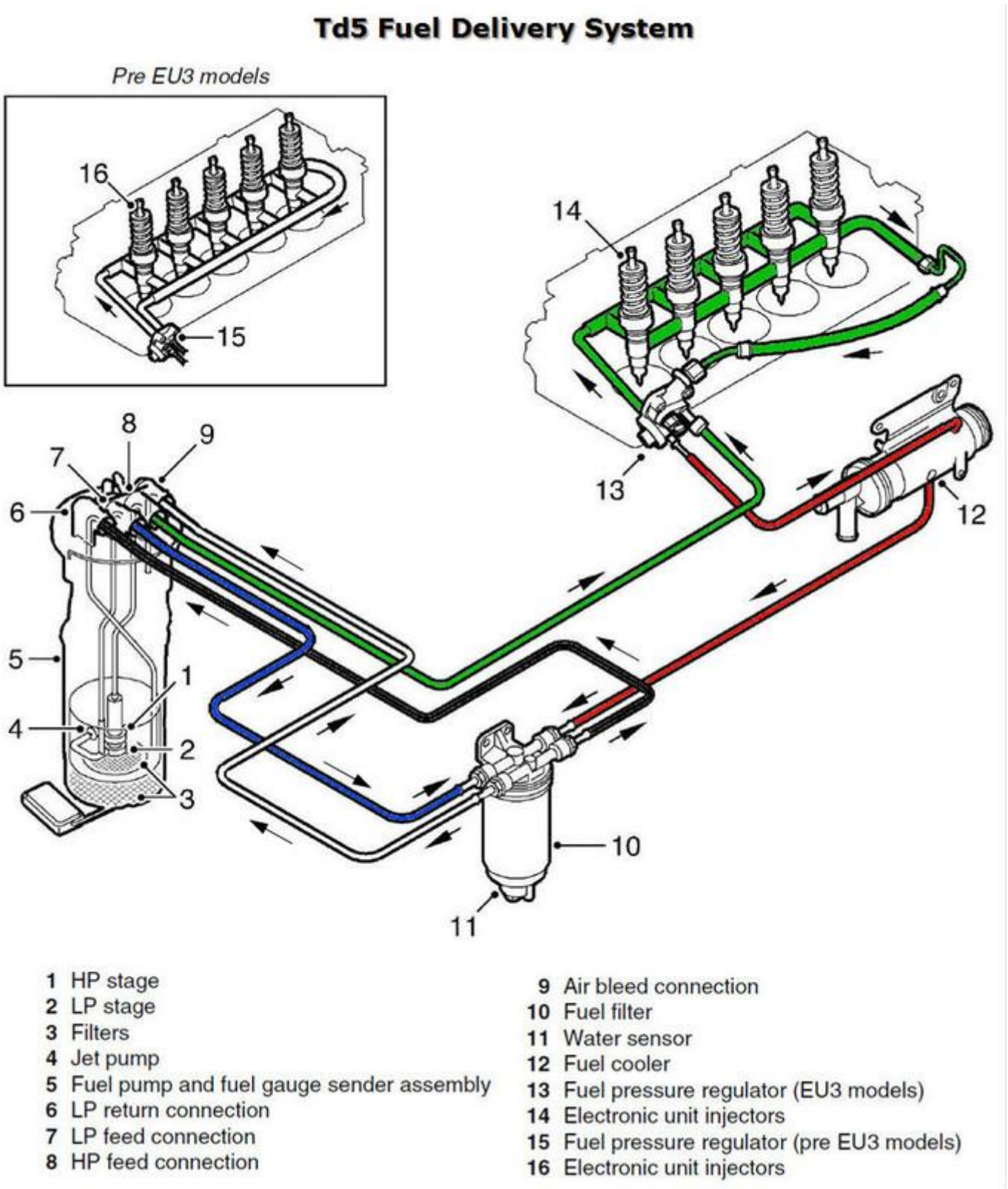
- Filter Head

Filter Head

Part number: WJN000030

These are prone to cracking and becoming porous. Aftermarket replacements are avavilable, along with redesigned billet alternatives such as this (as used by the author.)

Schematic



Stock Filter Head Disassembled

Positions below are per earlier schematic

Pos #	Location	Function	Part Numbers
7	Vehicle Rear, LHS/Chassis side (Blue)	Low pressure feed from pump	
9	Vehicle Rear, RHS/Outer side (Natural)	Air bleed, return to tank	WJN500110

Pos #	Location	Function	Part Numbers
12	Vehicle Front, LHS/Chassis side (Red)	Fuel return from fuel cooler Note duckbill one-way valve: • Not fitted to 10P engines. • Questions as to whether needed - seems to run fine without it. • Some debate as to correct position - people on internet suggest position 7 - assumedly to prevent backflow into the tank. The position shown here seems to hold fuel in the cooler unless under pressure. [TODO: experiment]	VUB503950
6	Vehicle Front, RHS/Outer side (Black)	Low pressure feed to pump	

Air Bleed Valve (WJN500110)

The air bleed valve is the little plastic piece. It inserts into the base of the brass barb EFI fitting.

According to the workshop manual this also acts as a non-return valve once saturated with fuel: " An air bleed valve is located in the bleed line connection. The valve comprises a restrictor and a membrane. The restrictor has a small hole in its centre. This allows air and fuel to pass through the membrane. Air can pass through the membrane, but once the membrane is wet with fuel, it will not allow further fuel to pass through."