

## MGB Lamp Upgrades – Phase Next

**Context: 1973 MGB with twin HIF4 carbs.**

**Remember a problem with the fuel pump on my car during the LED journey?**

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The Facet pump has now found a new home.

The replacement Carter pump from RockAuto arrived and was installed in exactly the spot that the thought-to-have failed Carter pump came out of. It runs sweetly and quietly.

Tested the original Carter (sans my bad wiring job) and it too works fine. So now I have a spare just in case.

But exactly how to do it? Toss it in the trunk, install it, ???

This morning I worked out how to do it so that it was cleanly removable and so that it could be activated quickly and at no additional cost.

Tested it on the road, including swapping back and forth and it takes but a couple of minutes and then it fires up as if nothing has happened.

So here is how I did it. The pump is a slender cylinder (see photo below) and fits behind the radiator diaphragm on the driver side. It is attached in its own bracket by one of the diaphragm bolts. It sits ahead of the fuel filter (an add on) in the engine compartment.

Orientation: almost vertical, input from below, output from top, to avoid air blocks.

The ground wire is earthed to that same bolt. The +ve wire is just a long white wire running from the pump across the front of the radiator to the spare connection on the 4-way white wire connector. Position it (permanently or 'in-the-event') so as to avoid it getting dragged into the rad fan!!

Attached to the input to the spare pump is a length of hose long enough to reach the filter output. It can be 'stored' by connecting the other end to the top of the spare pump, thus eliminating petrol fumes.

When it's needed: electrical off, etc.; disconnect the white wire feeding the main pump at the 4-way connector (if desired but not necessary as fuel just passes through pump even when it has failed); disconnect the hose from the filter output (which originally went to the carbs) and connect it to the spare pump outlet. Connect the length of hose on the spare pump to the filter from the pump inlet (already attached and 'stored'). Connect the spare pump's +ve white wire to the 4-way connector. Tidy up. fire up the engine and away you go.

For neatness I rolled up the white wire when not in use.

Photo 1: spare pump installed in standby mode (clips not tightened yet):



Photo 2: spare pump in active mode:

