



My car had been continually suffering from vapor lock whenever attempting to restart it after driving. With summer approaching ordered a heat shield for my TC.

While waiting for it to arrive thought may as well check out rest of the fuel system, I fitted the new fuel tank sender that had been in its box for over a year.

Should have been a simple change over until I discovered the holes in the new sender unit were of smaller diameter.

The old one had to be reinstalled to stop the fuel vapors or should I say reduce them as could always smell fuel before and was getting worse

The new one was finally installed with no leaks evident so all traces of fuel residue were cleaned off and a quick touch up of the paint was done with some acrylic lacquer in a pressure pack can that I had made up for me.

The fuel line feeding between both carburetors was adjusted so that it left each of them at the same angle as it had a rather large kink at one end, I thought it may help with the fuel flow

The only effect this had was for the fuel to flow out of the hose now in the middle where it had cracked, hidden by the outer braiding. Fortunately the engine and exhaust were not hot.

Readers may be wise to check their fuel hoses for brittleness as well if it has been fitted for some time. Knowing that the car would not be going anywhere in a hurry thought I may as well remove the air filter and balance box in preparation for a further strip down and give them a cleanup.

What I discovered next was that one of the carburetor pistons was actually frozen stuck in the closed position so that for the past 2 yrs since I purchased the car it has been running on one .

I had always felt that my TC was a little lazy although pulled ok at lower revs up hills and on the open road but seemed to run out of breath near 4000 revs.

With the help of penetrating oil got the piston unstuck so polished piston chamber and piston and did likewise to the other so both moved freely.

Curiosity got the better of me so rigged up a temporary fuel line by grinding crimped ends away and had the car back on the road the following day .The improvement was noticeable with the motor reaching 4000 revs quicker and much easier but still seems reluctant to want to go past that range.



The new fuel hoses and heat shield arrived in the post within a few days of each other so all parts were removed and numerous applications of carburetor cleaner were applied. The old carburetors were black with grime and would not be fair to the maker of the heat shield to have them beside such a gleaming shiny product.

The exhaust manifold also got a touch up with some aluminum manifold paint in a spray can but I only needed to apply a little by brush so have plenty more should it wear off. I did not want to risk a manifold stud breaking off so a touch up will have to do. It was a pity that most of the coating that was good is hidden by the new heat shield.

Of course the air cleaner was also given a fresh coat of paint and have polished up all the exposed aluminum by hand with Autosol but there are scratches from cables from over the years but that's its history and help show the age of the car.



I have not had the chance yet to see if the vapor lock is cured but discovered that the linkage between was not balanced and on listening to each carburetor at idle with air filter off could hear suction was different, this has been rectified and car now has a steady idle.

Time to hit the road while the car is going .

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