

AC MECHANICAL FUEL PUMPS

Manufacturers: AC-Delco Division of General Motors, Ltd., Dunstable, Beds.

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SINCE our first article on this subject was published, almost five years ago, there have been many amendments to pump specifications, changes in identity and alterations to repair procedure. It is for these reasons that we are publishing this revised version of our original article, and all the fresh data will be found in these pages together with a completely new list of fuel pump applications on cars and some commercial vehicles from post-war to the present date.

In order that readers may effect a comparison of data and repair schedules, this sheet is arranged in similar fashion to the previous article. Part numbers of pump are stamped on the pump engine flange, pipe union bars, or under the diaphragm flange. When ordering from vehicle application, reference to our chart on p. iii will give the appropriate type letters and numbers for the unit required.

There are four basic varieties of pump in production, Y, T, U & W. All are of similar design, but vary in size and detail. The latter type W has been the subject of an earlier service supplement No. 250/C13, and will not be dealt with here. It is hoped to publish a revised version of service and repair techniques for this fuel/vacuum unit at a later date.

First-aid kits are available for all types of pump, and although a simple check of pump operation can be made, two pieces of special equipment are available from AC-Delco. The AC fuel pump analyser enables a positive check to be made with

the pump in position on the engine, while a test stand is supplied as the basis of a bench test rig.

Replacement pumps are available on an exchange basis from the Service Department of the manufacturers, through all AC service stations. Pumps are supplied in sealed protective transparent envelopes complete with unions, where these were supplied to the vehicle manufacturer, and engine pad gasket.

Construction

Basically the pump consists of two die castings, the body, which is mounted on the engine by two setscrews, and the upper casting. These are assembled by a ring of screws round their flanges which pass through a diaphragm trapped between the two units. The diaphragm is supported in the centre by metal protectors to which is attached a pull rod.

Two slots in the end of the pull rod engage in the forked end of a link, restraining a compression spring located by the diaphragm protector and the body. Oil sealing washers are sometimes fitted around the pull rod. The link is pivoted on a pin passing through the body and retained by spring rings (or staking). A more recent method of fixing is to slide the pin into the body within the cast channels. Two specially shaped retainers are then pressed into the channels from the flange face and staked, the whole assembly ensures that oil will not leak past the pin. Sharing the same pivot, and fitting between the side lugs of the link is the rocker arm. Washers on either side prevent side play. A small spring is trapped between the body and a projection on the rocker arm, which keeps the rocker arm in contact with the camshaft eccentric.

In the underside of the upper casting fits the valve gear. On earlier Y and T type pumps the valve components are individually assembled, and there are two valve plates or seats; one being punched into the body, while the other forms part of the retainer. Inlet and outlet valves on later Y-type (e.g. YD) and on all U-type pumps, are formed as separate valve cage assemblies, complete with seats and springs, held in place by a retaining plate secured by two screws.

Some models have the top of the upper casting sealed by a metal cover, and synthetic gasket retained by a setscrew; a filter gauze fits below the cover. Other models have metal or glass bowls on the upper casting retained by a stirrup and clamp nut. On UE models the upper casting is quite different, being elongated, with the filter and bowl inverted at the side of the body; passages allow the fuel to follow the same course as for the normal model.

An addition on some models is a hand primer. This is a lever pivoted on a shaft passing through the body on which is formed a lug or cam contacting the link.

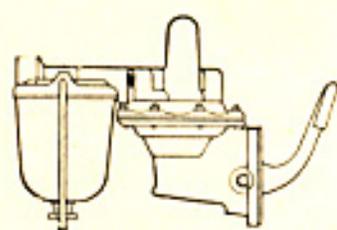
Operation

For every two engine revolutions the rocker arm, kept in contact with its eccentric by the small compression spring, will move through a limited arc. As it does so it will take the link with it.

To consider the operation, assume that the carburettor bowl is empty. As the rocker arm moves towards the body the link will move with it, and this will operate the pull rod downwards against the pressure of the spring. This flexes the diaphragm, creating a partial vacuum in the chamber above it. Air pressure in the fuel tank then forces fuel along the

PUMP IDENTIFICATION

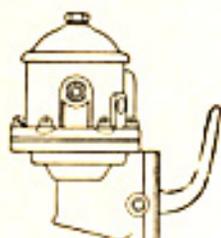
U & F GROUP



UE Standard type of pump for engines over 1,200 c.c. Detachable valve assemblies and visible side filter. Mounting stud holes arranged diagonally.

FE As UE but mounting holes side by side.

FH As UH but mounting holes side by side.



Bristol = UG

U Standard type of pump with metal filter cover. Mounting stud holes arranged diagonally.

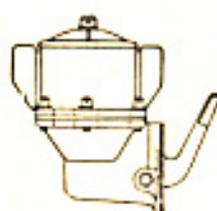
UG Standard type of pump with glass filter bowl on top. Mounting stud holes arranged diagonally.

UF As U but stud holes side by side.

FG As UG but mounting holes side by side.

UH Standard type of pump without filter. Mounting stud holes arranged diagonally.

Y GROUP



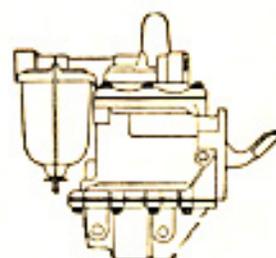
Y Small size pump for engines up to 1,200 c.c. Mounting stud holes side by side.

YD As type Y but later type with detachable valve assemblies.

YJ As YD but no filter.

YE As YJ but glass filter bowl at side.

W GROUP



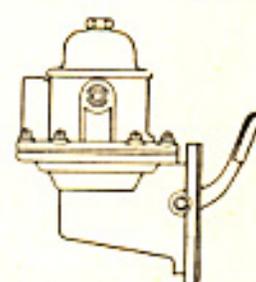
WE Combined fuel and vacuum pump. Early type has detachable lower vacuum cover. Later double acting type has one-piece lower casting.

WH As WE but no filter.

WG As WE but filter bowl on top.

W Vacuum pump only

T GROUP



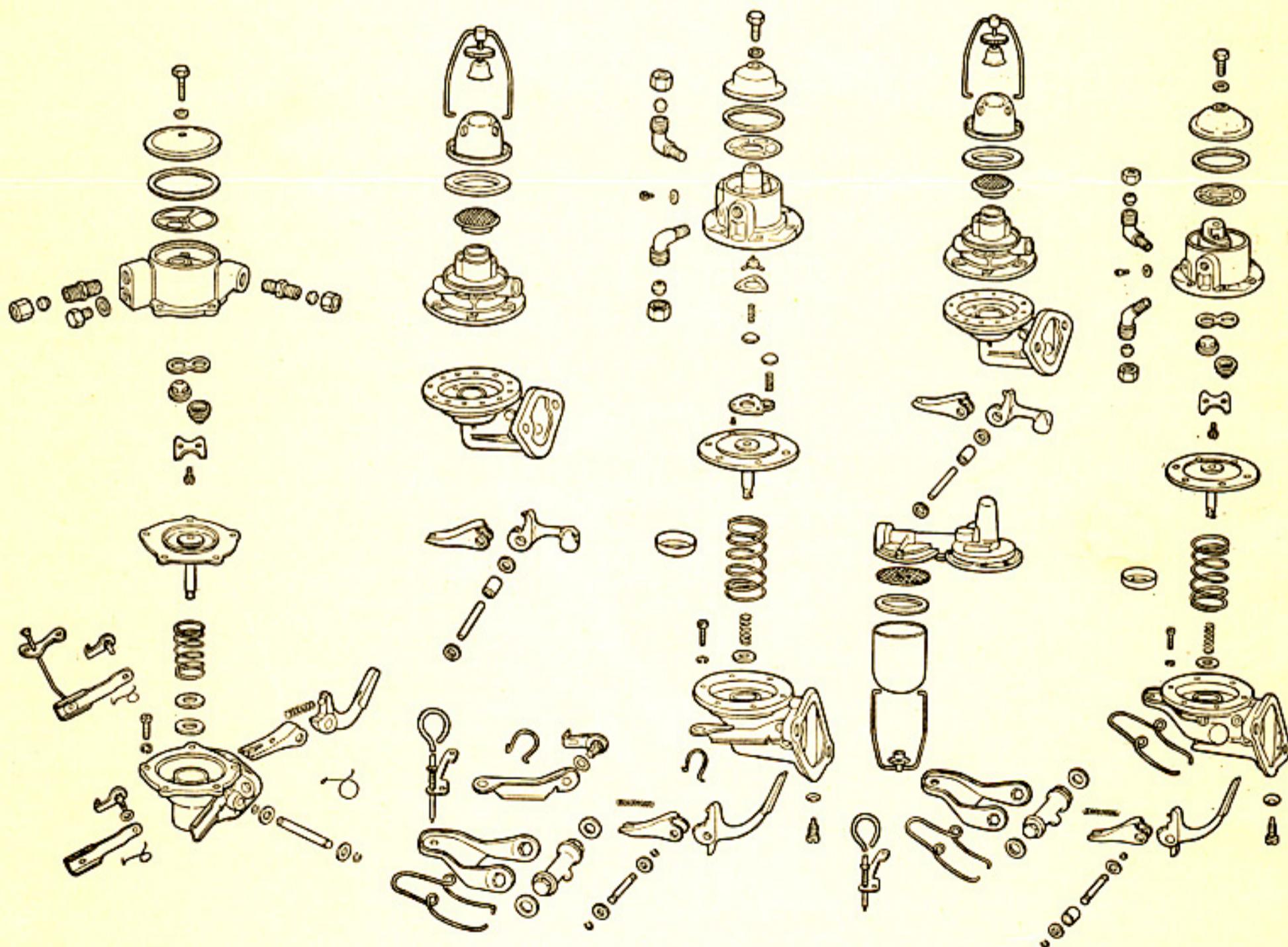
T Early type standard size with separate valves and springs. Mounting stud holes arranged diagonally.

TG As type T but glass filter bowl on top.

TF As type T but mounting holes side by side.

FAULT FINDING CHART

FAULT	CAUSE	REMEDY
Chirping at High Speeds.	Loose pipe unions. Broken or overcompressed filter gasket. Worn parts.	Tighten. Replace gasket. Recondition pump or exchange.
Difficult Starting—Slow	As above. Faulty valves or springs. Incorrectly fitted diaphragm. Leakage from carburettor bowl.	As above. Replace. Refit. Stop leakage.
Carburettor Flooding.	Faulty carburettor needle valve. Pump pressure incorrect.	Clean or replace. Check with specification. In some cases it is permissible to fit one or two extra gaskets between pump and crankcase to check flooding—not so many as to affect volume of pump delivery for max. power.
Excessive Wear on Moving Parts. ...	Lack of lubrication and corrosion due to: blow-by, inefficient crankcase ventilation.	Recondition engine. Improve breathing if possible.
Noisy Operation.	General engine noise. Worn parts or broken rocker arm spring.	Check with pump removed. Replace.
Gum deposits from Fuel.	Vehicle standing unused.	Clean out fuel system completely.
Vapour Lock.	Fuel pipe near exhaust system. Pump overheating.	Reposition or lag. Fit heat shield, improve ventilation if possible.
Excessive Fuel Consumption.	Ignition, carburation or mechanical fault.	Excessive fuel consumption cannot be attributed to fuel pump, except in rare cases of diaphragm puncturing or splitting, and allowing fuel leakage to waste or into sump.



AC fuel pumps shown in "exploded" form. Left is the YD-type pump with alternative hand primers. Note that earlier pumps had separate diaphragm and rod, later ones have a riveted assembly with new type of body and oil seal (shown by YD cast on body). In the centre, is the T-type pump with special upper casting of TG-type shown on left, and special rocker arm and body of TF-type. Below: alternative hand primers are shown. On the right is the U-type pump with, to the left, a special upper casting of UG-type, special body and rocker of UF-type upper casting and filter bowl of UE-type and hand primer fittings.

VEHICLE APPLICATION

Vehicle	Original Equipment Part No.	Factory Exchange Part No.	Vehicle	Original Equipment Part No.	Factory Exchange Part No.
ALVIS			HUMBER		
1951-54 3 litre Saloon—first 400	1524710UF	1524710	1945-49 Hawk (R.H.D.)	1524282T	1524543
ditto —later	1524743UE	1524743	1950-54 Hawk, All	1524615U	1524615
1953-57 3 litre Sports	1524743UE	1524743	1955-60 Hawk	7950030VE	7950030
ARMSTRONG SIDDELEY			1945-48 Snipe	1524257T	7950240
1946-48 2-3 litre	1524488T	1524488	1949-52 Super Snipe, Pullman and Imperial	1524257T	7950240
1949-54 2-3 litre	1524488U	1524488	1953-57 ditto, Mark IV (O.H.V.)	1524950VE	1524950
1952-60 Sapphire 234, 236, 246 and Star Sapphire	1524885UE	1524885	1959-60 Super Snipe	7950367VU	7950367
AUSTIN			JOWETT		
1945-47 8 and 10 h.p.	856965T	856965	1945-48 2 cyl. Cars. 1949-53 2 cyl. Vans, to Nov. 1949	1524212U	1524212
1945-47 12 h.p.	1524502T	1524467	ditto, later, Model CC, Comm. Eng. No. 25002	1524713U	1524709
1945-50 16 h.p., 1948-54 A.70, A.90	1524467T	1524467	1948-54 Javelin and Jupiter	1524577U	1524709
1952-54 A.40 Somerset and 1955-59 Taxi-Petrol	1524467U	1524467	KARRIER		
1956 A.30 & '57-59 A.35, '58-59 Sprite & '59 A.40	7950189YD	7950189	1946-52 Model CK3 to Engine 2C219	1524257T	7950240
1955-60 A.40, A.50 and A.55 Cambridge	7950058UF	7950058	1946-52 Model CK3 after Engine 2C219	1524304T	7950246
1955-58 A.90, 1955-60 A.95 and A.105	7950144U	7950417	1948-50 Bantam	1524282T	1524543
1948-50 Sheerline and Princess to Chassis No. 4792	1524607U	1524467	1950-55 Bantam comm. Chassis 69A; 14 seater, J and BK Tractors	1524615U	1524615
1955-60 Sheerline and Princess	1524711U	1524711	1957-58 ditto (O.H.V.)	7950030UE	7950030
AUSTIN TRUCKS AND COACHES			1952-58 Gamecock and Loadmaster	1524921UE	1524921
1/2 ton 4 x 4 Champ	1524582U	1524467	LANCHESTER		
1958-59 Gipsy 1 1/2 ton—Petrol	7950410U	7950410	1940-51 10 h.p.	1524274U	1524274
1958-60 Omnivan, truck and coach	7950058UF	7950058	1952-54 14 h.p.	1524750FE	1524750
1949-60 1 and 1 1/2 ton 2.2 litre Petrol	1524467U	1524467	1955 Sprite	7950292U	7950292
1949-60 5 ton High Speed Truck—Petrol, 1958-60	1524711U	1524711	METROPOLITAN		
1949-59 2, 3 and 5 ton—Petrol	856965U	856965	1954 to Engine No. E1001	1524467U	1524467
1949-59—others (from Eng. No. 362094)—Petrol	7950244U	856965	1955-59	7950058UF	7950058
BEDFORD			MORGAN		
1952-53 CA Van, to Ch. No. CA. 19142	1524771Y	7950193	1947-50 4/4, Series I, Standard Engine	1524236Y	7950206
1953-57 CA Van, prior to Ch. No. 78000	7950050FG	7950050	1951-58 Plus Four (Vanguard)	1524717UE	1524717
1957-58 CA Van Comm. Ch. No. 78000	7950319FG	7950319	1953-58 Plus Four (TR2/3)	7950108UE	7950108
1953-56 (May) TA Series	7950084WE	7950084	1956-58 4/4 Series II—Ford Engine	7950302YD	7950302
1956-57 A2, A3, from Engine 86487	7950312FE	7950312	MORRIS COMMERCIAL		
1956-57 A4, A5 from Engine 100,000	7950312FE	7950312	PV 15 cwt., LC 25 cwt.	1524279T	1524541
1957-58 TC/TD Series Comm. Chassis No. 1001	7950312FE	7950312	J2 Minibus, Light-Pick-up & Van (from Ch. No. 16901)	7950058UF	7950058
214 cu. in. Petrol Engine	7950082FE	7950082	30 cwt., 2, 3 and 5 ton and EVC	1524527UG	1524884
300 cu. in. Petrol Engine	7950312FE	7950312	NV Series, Petrol	1524527UG	1524884
1958-60 J1, J2 and J3 Light Vans and Trucks—Petrol	7950312FE	7950312	LD1 1 ton—LD2 30 cwt.—Petrol	1524467U	1524467
1958-60 J4 and J5, 214 cu. in. Petrol, and J4, J5 and J6, 300 cu. in. Petrol	7950312FE	7950312	3 ton and 5 ton—Petrol—Series III	7950282U	7950282
BRISTOL			RENAULT		
1947-57 Passenger Cars, 2 Litre	1524516UG	1524516	1952-55 760 c.c. and Dauphine (Rear Engine)...	1524707Y	7950197
1947 2 1/2 litre	7950411UG	7950411	1956-58 760 c.c. and Dauphine (Rear Engine)...	7950197YD	7950197
CITROEN			1947-50 8 and 12 h.p.	1524578U	1524709
1949-55 Light and Big 15, and Six	1524147U	7950364	RILEY		
1956-58 Model DS 19	7950364U	7950364	1947-48 16 h.p.	1524548UG	1524548
1954-55 Model 2 CV (Home)	7950098Y	7950187	1949-54 1 1/2 litre	1524137U	1524137
1956-58 ditto	7950187YD	7950187	1955 1 1/2 litre	7950169U	7950169
COMMER			ROVER		
1945-48 15/25 cwt.	1524282T	1524543	1946-47 10 and 12 h.p.	1524234T	7950223
1949-52 Mark IV Express Delivery	1524352Y	7950200	1946-47 14 and 16 h.p.	1524235T	7950223
1953-55 Mark V to VIIA Express Delivery	1524959Y	7950190	1959-60 Rover '80'	7950517FE	7950517
1956-59 Mark VIII Express Delivery	7950071UG	7950071	1955-59 Landrover—Diesel	7950285FE	7950445
1960 3/4 ton FC (Petrol)	7950071UG	7950071	1958-59 Landrover—Petrol (2 1/2 Litre)	7950414FE	7950446
1956-57 Cob Light Van	7950190YD	7950190	1960 Landrover Series II (Petrol)	7950446FE	7950446
1945-51 15/25 cwt.	1524282T	1524543	1960 Landrover Series II (Diesel)	7950445FE	7950445
1945-51 Superpoise, others	1524257T	7950240	SINGER		
1952-55 3/4 and 1 1/2 ton Superpoise, Mark III	1524615U	1524615	1955-56 Hunter and Roadster (Home)	7950111FG	7950424
1956-59 ditto (O.H.V.)	7950030UE	7950030	1957-60 "Gazelle"	7950327FG	7950327
1952-59 Superpoise Mark III and IV, others	1524724UE	1524724	STANDARD		
1948-52 5 and 7 ton Forward Control Mark I...	1524556UG	1524556	Atlas 10/12 cwt. Van and Pick-up	7950191YD	7950191
1953-58 ditto, Mark II, III and IV	1524921UE	1524921	1945-48 8 h.p. (R.H.D.)	1524236Y	7950206
1959-60 Cob Series I	7950174UG	7950174	1945-46 12 h.p.	1524006T	7950251
DAIMLER			1945-46 14 h.p.	1524215T	7950251
1948-53 27 and 36 h.p.	1524703U	7950292	1947-48 12 and 14 h.p.	1524551U	1524551
1954-60 All...	1524750FE	1524750	1948-50 Vanguard to Chassis No. 85000	1524602U	1524602
DODGE (England)			1950-60 Vanguard, later and 1958-59 Ensign	1524717UE	1524717
1949-51 Trucks	1524558*T	7950254	1953-55 8 and 10 h.p.	1524952Y	7950191
1952 Trucks, Kew built engine	1524875UE	1524963	1956-59 8, 10 h.p. and Pennant	7950191YD	7950191
1953-59 Trucks, Kew built engine	1524963UE	1524963	1954-55 Vanguard—Diesel	7950101Y	7950186
FORD CARS			1956-57 Vanguard—Diesel	7950186YD	7950186
1945-53 Anglia and Prefect (Home)	1524278Y	7950204	1958-60 Vignale Vanguard	1524717UE	1524717
1954-55 Popular (Home)	7950204YD	7950204	SUNBEAM-TALBOT		
1956-57 Popular (Home)	7950032Y	7950183	1946 2 litre	1524487U	7950240
1954-55 New Anglia and Prefect, All	7950302YD	7950302	1947-55 2 litre, Model 90 and Alpine	1524553UG	1524443
1956-59 Anglia, Prefect, Escort, Squire, All	7950466FE	7950466	1955-57 Mark III	7950030UE	7950030
1959-60 New Anglia	7950302YD	7950302	1956-60 Rapier I, II and III	7950174UG	7950174
1959-60 New Popular	7950468WG	750468	1959-60 Sunbeam Alpine	7950536UG	7950536
1959-60 New Prefect	1524718WE	7950083	TRIUMPH		
1951-52 Consul, to Engine 63026, Zephyr to Engine 18125	1524760WE	7950083	1946-48 Model 1800	1524550U	1524551
1952-56 Consul, Zephyr, Zodiac (Mark I later)...	7950218WH	7950218	1949-50 Model 2000 to Chassis No. TDB. 1947	1524602U	1524602
1956-60 ditto, Mark II	1524376UF	1524376	1951-55 Renown	1524717UE	1524717
1948-51 Pilot			1950-53 Mayflower	1524712Y	7950196
FORD (THAMES) TRUCKS AND VANS			Model TR2 and TR3	7950108UE	7950108
1945-56 V-8 Engines	1524376UF	1524376	Herald	7950191YD	7950191
1953-57 2, 3, 4, 5 ton, 4 cyl. Petrol	1524745FG	7950146	VAUXHALL		
1953-54 5 and 7 cwt. Van	7950032Y	7950183	1946-51 10 and 12 h.p. and LIX Wyvern	1524164Y	7950195
1956-58 5 and 7 cwt. Van	7950302YD	7950302	1946-48 14 h.p.	1524483UG	1524483
1954-55 10 cwt. Van (Home)	1524278Y	7950204	1951-52 Wyvern EIX (except square engine)	1524732Y	7950195
1956-57 10 cwt. Van (Home)	7950276WG	7950276	1952-53 Wyvern EIX (square engine) to Chassis No. EX 44295	1524771Y	7950193
1957-59 Thames Trader—Petrol	7950301WE	7950301	1954-57 Wyvern EIX (square engine) later	7950050FG	7950050
1958-59 10/12 and 15 cwt. Vans			1948-51 Velox (LIP)	1524483UG	1524483
HILLMAN			1951-52 Velox prior square engine to EIP 14277	1524731UE	1524731
1945-49 (May) Minx	1524020T	7950224	1952-57 Velox EIP (square engine) and Cresta...	1524773UE	1524773
1949-52 Minx commencing Chassis No. 1,000,001	1524352Y	7950200	1957-60 Victor Series I and II, Velox/Cresta Models	7950319FG	7950319
1953-55 Minx (S.V.) and 1955-57 Husky	1524959Y	7950190			
1955-56 (April) Minx (O.H.V.) Engine, Mark VIII	7950071UG	7950071			
1956 (May)-60 New Minx Series I, II, III and IIIA	7950174UG	7950174			
1958-60 Husky Series I and II	7950190YD	7950190			

pipe line into the filter chamber, through the filter and open inlet valve into the pump chamber.

Further movement of the eccentric will allow the small spring to return the rocker arm, and the link will be held in contact with it by the action of the large spring. This will press the diaphragm upwards; the inlet valve is now forced on to its seat and the outlet valve opens, the fuel flowing out into the outlet pipe. A pocket of air trapped in a chamber above the outlet port acts as a cushion to damp out pulsations which could give rise to an irregular supply.

This sequence of events will be repeated until the carburettor bowl is filled, when the needle closes and shuts off flow from the outlet pipe. When this happens fuel is trapped in the pump chamber, keeping the diaphragm flexed in its lowest position. This holds the link out of contact with the rocker arm, which will keep "idling" as long as the engine runs. Immediately fuel is used, the needle valve opens, allowing fuel to flow from the pump chamber, and the diaphragm to rise. Thus with the next cycle of operation the rocker arm will contact the link again. The hand primer operates the link in much the same way.

In this way the pump automatically adjusts its output to the requirements of the engine, and delivery pressure is dependent only on the diaphragm compression spring.

Testing

Simple test is to remove feed pipe where it enters carburettor bowl and turn engine by hand. For each two turns of engine, spurt of petrol (about ½ egg-cupful) should be delivered. Petrol should be clean and free from air bubbles.

Fuel Pump Analyser.—Designed for testing pump in position on engine. Consists of container with pressure gauge and valve connected by flexible hose to Tee-piece fitted in outlet union and fuel outlet pipe by adaptors.

Test No. 1.—Hold analyser so that bottom of container is level with carburettor bowl. Run engine at speed equal to 30-35 m.p.h. in top gear. Open analyser valve and note time taken to fill measure up to mark, watching for air bubbles. Correct time is shown in table.

Test No. 2.—Close valve. Allow engine to run at slowest possible speed and read pressures. Correct pressures shown in table.

Fuel Pump Test Stand. Fitted on bench with two holes drilled to take feed and delivery pipes. These should project into suitable tank or reservoir about 3ft below, inlet pipe almost touching bottom. Clean paraffin is recommended as test fluid.

Pump is attached to stand by bolts and wing nuts in series of fixing holes to accommodate different sizes. Adaptors for connecting hoses to unions provided.

Three or four strokes of pump arm should prime pump, 10 to 12 should

start pump delivering. Watch sight glass for air bubbles.

Pressure Test. Close cock below sight glass and work pump. Pressure of 4-6lb/sq in should be reached and maintained. If pressure falls check unions. If these are sealing correctly pump is worn and needs repair or replacement. Note that test stand does not check linkage efficiency and checks for wear should be made visually.

Maintenance

After 800 miles with new vehicle, 2,500 miles thereafter, filter needs cleaning. Remove bowl and empty sediment. Wash filter gauze in petrol or blow clear with compressed air. When replacing filter check that gasket and fibre washer under setscrew, if fitted, are in good condition. Periodically check tightness of connections, look for leaks.

Dismantling

Disconnect unions and remove two nuts or setscrews retaining pump.

Clean exterior of pump and mark flanges of body and upper casting with file-cut for correct reassembly. Remove screws round flange and separate flanges. Turn diaphragm assembly through 90 deg and remove. Remove screws retaining valves, valve discs, springs, etc., and note their correct positioning. Remove filter cover and gauze. Remove circlip retaining pivot pin and push out, releasing rocker arm, spring and link with washers. With the "drop in" pin construction the rocker arm should be secured in a vice and the casting should then be given a sharp rap with a mallet to free the rocker arm assembly.

Re-assembling

Wash valve cages or discs in paraffin, this aids seating. Assemble valves and retainer into correct position—the inlet valve spring projects into pump chamber and outlet valve spring into air dome, and tighten screws.

Place filter gauze on top of casting, fit synthetic gasket and filter cover assembly, fibre washer and setscrew.

Assemble link, packing washers, rocker arm, and spring in body. Insert pivot pin and fit spring rings. Rod .240in dia used as pilot for pin will aid assembly. Rocker pin retainers used with drop in pin assemblies should be replaced with service retainers having a lower shoulder to permit casting materials to be staked over. Where fitted, thread oil seal washer spring and oil seal washer on to pull rod and turn washer through 90 deg. to retain. Place diaphragm spring and diaphragm assembly in position.

Turn until smallest tab on edge of diaphragm is at 11 o'clock. Press downwards on diaphragm, turning assembly to left so that slots in pull rod engage forked end of link. Finally turn one quarter turn to left to seat pull rod in its working position in "link," at same time aligning holes in diaphragm with those in body. Tab should now be at 8 o'clock.

Push rocker arm towards pump until diaphragm is level with body flange. Place upper casting in position shown by marks made earlier. Replace cover, screws and lockwashers, tightening until screwheads touch lockwashers. Push rocker arm towards pump as far as possible, hold in this position and finally tighten cover screws diagonally and securely. Edges of diaphragm should now be flush with clamping edges.

REPLACEMENT OF OBSOLETE PUMPS				
Obsolete Part No.	Series	Superseding Part No.	Series	Remarks
856543	B	1524483	UG	On Austin Little 7 h.p. On Austin 10 h.p. Pack includes pump 1524020 with engine push-rod.
856565	B	1524488	UG	
856641	A	856965	U	
856687	B	1524212	U	
856725	B	856965	U	
856728	M	856964	T	
856728	M	856965	U	
856753	B	7950171	T	
856841	B	856964	T	
856864	B	1524483	UG	
856860	B	856965	U	
856865	B	856965	U	
856881	B	856965	U	
856888	B	7950172	U	
856981	B	856965	U	
856982	B	856965	U	
1524074	B	1524551	U	
1524081	B	1524551	U	
1524131	B	1524495	UG	
1524133	B	1524493	UG	
1524231	B	1524493	UG	
1524239	B	7950253	U	

FUEL PUMP ANALYSER TEST DATA			
Pump Type	Diaphragm Diameter (between hole centres) Approx.	Test No. 1 (secs)	Test No. 2 (lb/sq in)
Y, YD, YJ and YE*	2½	90	1½-2½
All others*	2½	60	1½-2½
* Except as below.			
Main Exceptions			
Pump Type	Part No.	Test No. 1 (secs)	Test No. 2 (lb/sq in)
UE	1524724	60	2½- 3½
UE	1524773	60	2½- 3½
UE	1524921	60	2½- 3½
Y	7950073	90	6 -10
YD	7950182	90	6 -10
YD	7950186	90	4 - 7
WE	7950081	60	2½- 3½
YD	7950193	90	2½- 3½
WE	7950218	60	2 - 3½
Commer Superpoise Mk. III and IV, 1952-59. Bedford "S" to 1952. Wyvern and Cresta, 1952-57. Commer 5 and 7 ton F.C. Mk. II-IV, 1953-58; Gamecock and Loadmaster, 1952-58. Ferguson Tractor and F.E.35 (diesel). Karrier Bantam Mk. V (diesel). Standard Vanguard, 1954-57 (diesel). Ford Consul, Zephyr and Zodiac, 1951-56. Bedford CA Van and Wyvern, 1952-53. Ford Consul, Zephyr and Zodiac Mk. II.			