Instructions for Fitting the Viton O-Ring Seal and E-Zee 'White Clip' to the Fuel Filter Module Rover 75 and MG ZT late-2001 onwards (petrol models only)

This kit will fix the common non-start condition due to filter module separation. Both fuel pump and fuel filter are located in the fuel tank. The filter module is under the LHS (nearside) rear seat. The pump is under the RHS (offside) rear seat. When ignition is switched on, you should hear the pump hum for 2-3 seconds. Incorrect fuel pressure at the engine will prevent it from starting. This is usually due to the filter case unscrewing, so causing pressure loss. It's a very common issue and can usually be fixed by fitting the MGR Retaining Clip (Part Number WJC000230). However, this item is rapidly becoming unobtainable. So, an alternative clip has been designed and manufactured. For easy cross-reference we've allocated this clip the Part Number WJC000230EZ. Development is continuous, so it may be subject to design and description changes in the future.

Additionally, the O-Ring seal between the case and cap is very easily displaced and may have hardened/distorted after long service. This will cause the non-start condition to persist even if a retaining clip has been fitted. The only solution to this is a new, correctly located O-Ring. The E-Zee Clip Kit contains both parts. Our O-Ring is made from VITON fluoropolymer, the ideal material for this application.

Installation of the kit is described below, but needs a little preparation. If you're able to drive the car, allow the fuel to become low. If the car is immobile, a fuel drain/transfer should be considered.
Try to work with a near empty tank and no smoking.

1. Remove rear seat cushion. This can be a chore and reference to the Haynes manual will help if you're unfamiliar with the way the seat is fastened. Displace the carpet and sound proofing mat on the LHS to find the access panel in the floor.

2. Remove the four bolts and lift the panel off. The white cap of filter module is underneath. It looks like this (seen removed from the tank).

If your filter unit looks different, with two loops on top for lifting it out, you have the earlier filter. This kit is not applicable and you should not proceed further.

3. The fuel pipe to the engine is attached to the connector socket moulded on the cap. It's located with a green, self-sealing clip. Press the plastic lugs together and pull pipe out. It's usually quite tight.

4. The filter is fastened in the tank with a steel screw-down collar. To slacken this, use a hammer to tap it anti-clockwise on the raised lugs with a drift or large screwdriver.

5. With the retaining collar removed, the filter module can now be lifted upwards, off the rubber sealing ring. You may have to lever it GENTLY to break the seal. The filter case will lift up vertically a few inches. Avoid displacing the port seal if possible. If the seal comes away with the filter, refer to Steps 7 and 15 for refitting it.

6. Do not pull on the pipework attached to the bottom of the filter. Avoid twisting the module because there's a fragile float arm attached underneath. If this is distorted, the fuel gauge may malfunction. Lift the filter out of the tank just enough to handle it.

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7. Try not to displace the rubber ring around the tank port or leakage may result. If it does come away, it must be replaced correctly. One side is marked 'Down'. It MUST be correctly located around the port lip before the module is replaced.

8. The cap is screwed into the case bayonet fashion. The join is just above the steel band.
Grasp the module in both hands and turn the cap anti-clockwise. It may be surprisingly tight and it rotates only one eighth turn. Persistence and brute force may be needed!

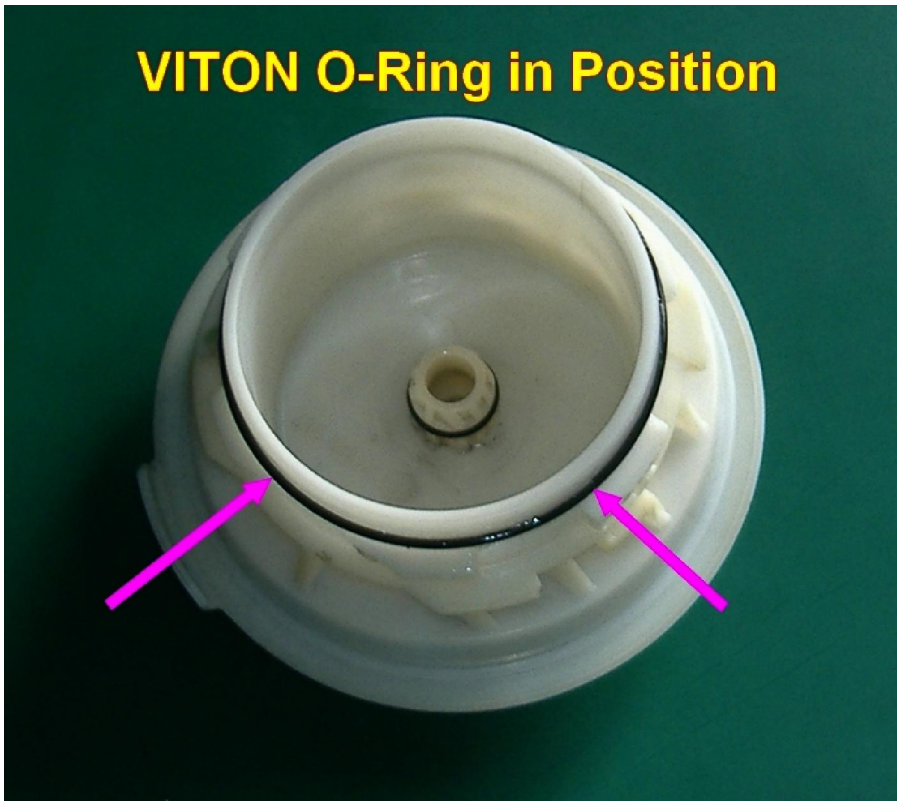
9. When the bayonet is free, pull the cap out with twisting motion to release its inner spiggot and O-ring from the core of the filter element. The element may come out a little with the cap, but try to keep in place in the case.

Note: The element will be blackened with fine debris from the fuel. This is normal and the filter will be perfectly functional. Filter elements are designed for lifetime service. However if there's a thick, greasy/muddy coating, that is abnormal and replacement is advised. The replacement filter element kit has MGR Part Number WFL000090.

10. Remove the cap from the car. Remove and discard the thin O-Ring from the sealing flange.

11. Carefully lubricate the new Viton O-Ring with silicone grease, lithium grease or Vaseline. Fit it onto the sealing flange as shown in the photo below. Ensure the ring is evenly seated all round.

It's recommended that the bayonet lugs on the outside of the cap as well as the small o-ring on the central spigot are also greased as this will make refitting the cap much easier.



12. Ensure the filter element is fully engaged onto its spigot at the bottom of the main case. Turn-press it until it cannot move any further in.

13. Carefully replace the cap into the case using a twisting motion to enter its spiggot into the filter element core.
The cap will only enter the case in one position. Press it into the body to engage the bayonet and turn the cap clockwise. It comes to a hard stop after one eighth turn. Again, tightening may require considerable effort. When correctly tightened, the vertical ribs on the cap and case will align so the retaining clip can be fitted. The next photo explains it. For illustration purposes, the module here has been removed from the tank.

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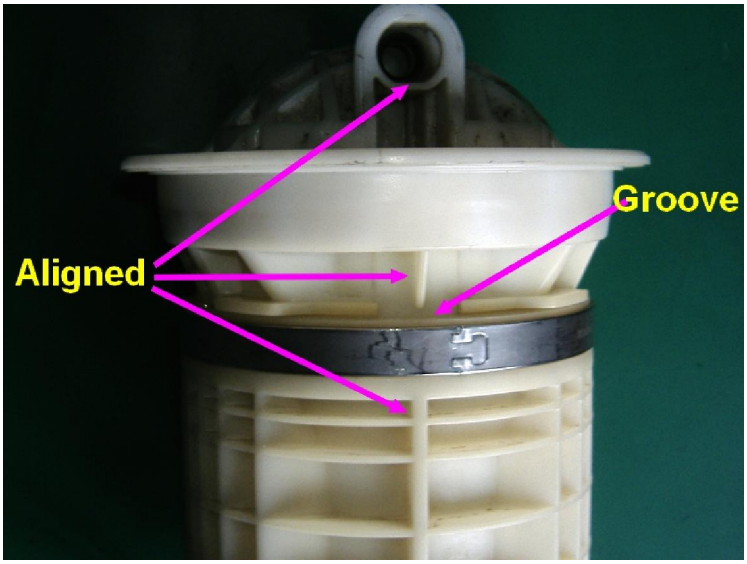
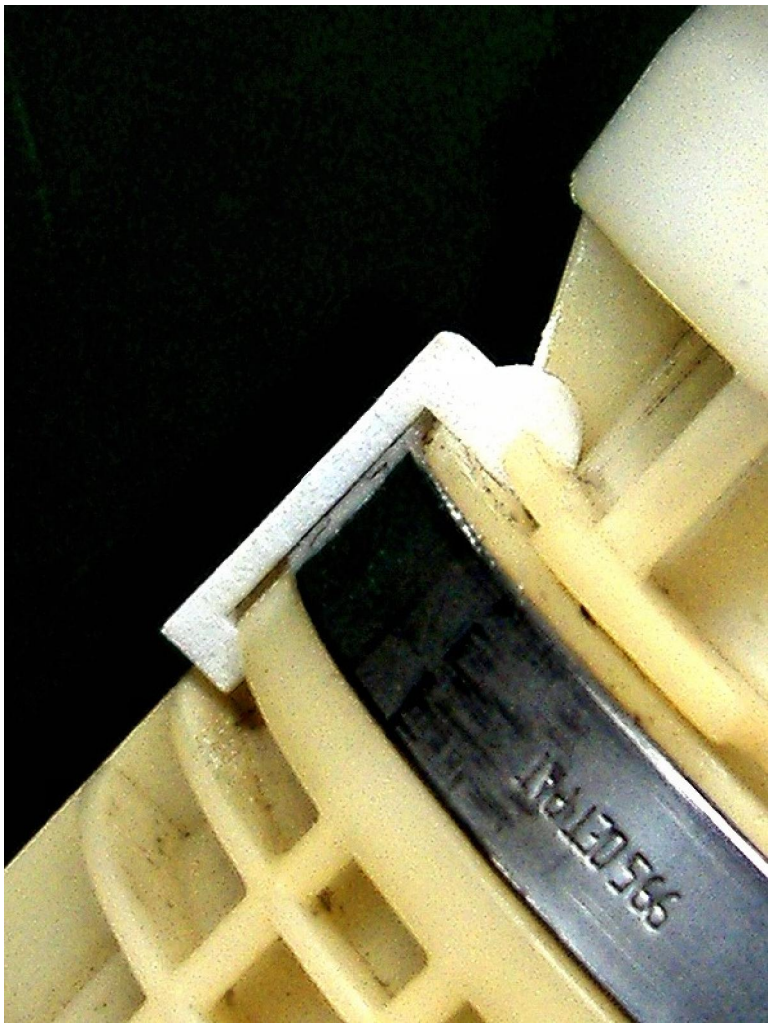


14. The White Clip can now be fitted. It goes over the rib directly under the pipe socket and across the steel band. To fit the clip, insert the T-shaped lugs around the upper rib and into the groove above the steel band. Now press the lower end across the vertical rib on the case. The clip should snap into place. This will prevent the case from slackening in the future. The photos below show the correct result.



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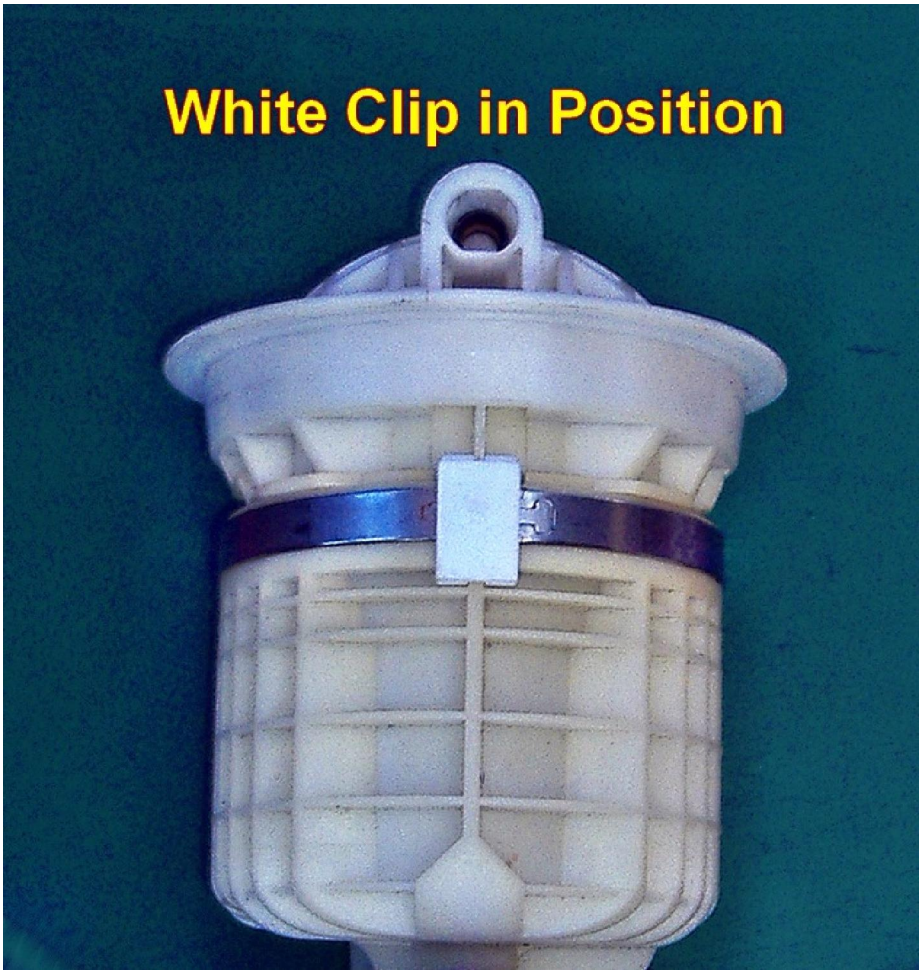

15. Before replacing the filter module, the tank port seal must be in position around the plastic lip of the port. The seal must be the correct way up. If the seal was displaced during filter removal, double check the orientation by checking with the wording printed on it (Step 7). Failure to fit the port seal correctly will result in problems with the module. If the filter module is not refitted correctly it will cause external fuel leakage.

16. Carefully lower the module back into the port. The downward facing tongue on the cap (shown below) is positioned to the cutaway in the port rim. This ensures the level float system is clear of obstructions.

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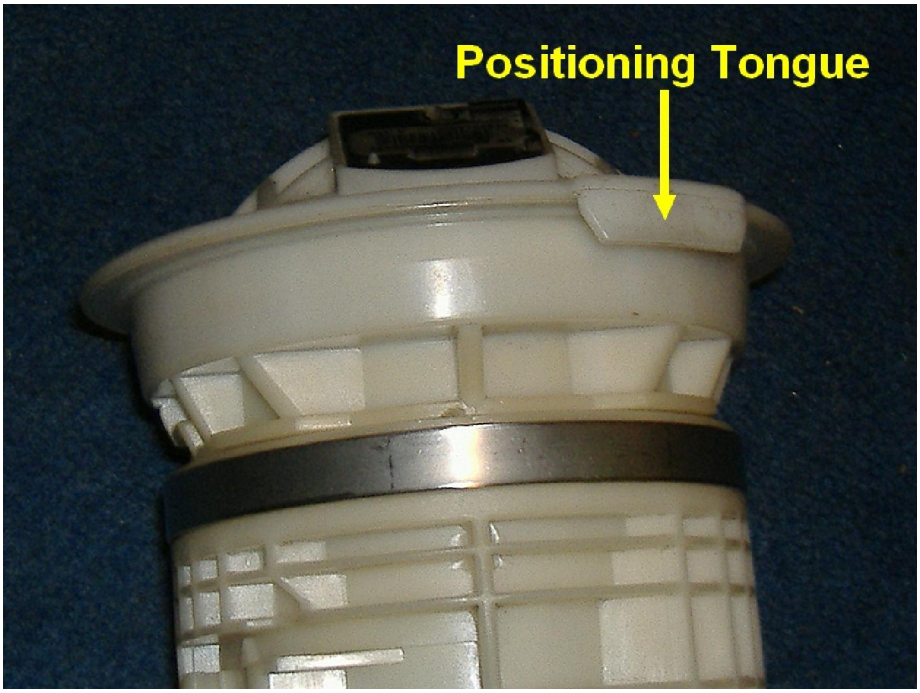

17. Hold the unit down on the port seal and place the steel retaining collar onto the port thread. Carefully screw it tight by hand, finishing off with a few light taps with the hammer and drift/screwdriver. If the collar can't be screwed on by hand, the rubber seal is incorrectly fitted. Fix this before proceeding by referring to Steps 7 and 15.

18. Insert the fuel line green connector into cap socket and push into position. The lugs should lock with a click.

19. Replace the floor access hatch and tighten the four bolts.

20. Replace the soundproofing, carpet and seat cushion.

21. Test start the engine. It may take a few seconds to receive fuel, but should then start and run normally.

22. If the engine tries to start but won't run, it's probably be due to lack of fuel in the pump side of the tank. This is an effect caused by fuel filter leakage when repeated attempts were made to start the engine originally. The answer for this issue is to add a few litres of fuel through the filler neck. This tops up the pump side and the engine should fire up and run normally.

Also see MGR/Xpart Technical Tip TBR0501 which can be downloaded here:
http://www.mediafire.com/view/?q6lfo5s3jvq8fx2

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