

# SU FUEL PUMP RESTORATION

by Dave DuBois

In the process of restoring a fuel pump, the following is accomplished. The fuel pump is completely disassembled and inspected. Any part that shows excessive wear or breakage is replaced. The diaphragm is checked for any signs of leakage and stiffening - it is replaced if there is the slightest question of it's continued satisfactory operation. The valve disks on the low and high pressure pumps used on the 'T' series MGs, MGAs and early MGBs are replaced if they are deeply grooved, otherwise they are lapped smooth and flat and polished. Likewise, the valve seats are polished. Valves on the AUF 300 pumps that are used on the later MGBs are checked for proper sealing, and replaced if they are defective. The coil is removed from the housing and the wiring checked and renewed if necessary. The coil housing and pump body are cleaned, bead blasted and the coil housing is painted. The end cover is cleaned and, if necessary, buffed. All threaded screw holes are cleaned and a tap run through them to insure that the threads are sound. Any threads that are damaged are heli-coiled to restore them. Finally a serial number is stamped on the pump body for tracking purposes.

After cleaning and painting, the pump is reassembled, adjusted to factory specifications and converted to solid state. The points are replaced with an optical triggering device that is used to turn a modern Field Effect transistor on and off to provide current to the coil in the pump. During reassembly, all new gaskets are used and all joints are sealed to insure they are air tight. Once reassembled, the pump is tested for air leaks and then placed on a test stand and the current draw, fuel flow rate and pressure are measured and recorded. Then the pump is left to run continuously for a 24 hour endurance test to insure that it will continue to operate satisfactorily. It is then emptied of the mineral spirits used on the test stand and the ports are plugged to preclude any foreign material getting inside during shipping. The pump is shipped with a record of all parts used and the test results, along with any observations I may have made that I feel you should know (such as rust in the pump that would indicate that your fuel tank/lines should be cleaned). I keep a copy of the data on your fuel pump on file for future reference.

I place a label on the pump showing the ground polarity the pump must be used with. If you are going to change the ground polarity of the car this pump is used on, the pump must be sent back to me to get it changed over to the opposite polarity.

The charge for this service is \$55.00 (\$110.00 for double ended pumps) plus parts and shipping. Depending on what parts are needed, the total price has been running \$65.00 to \$100.00 for the single ended pumps, \$120.00 to \$190.00 for the double ended pumps. Note, this is an average for the restorations, your pump may be more or less depending on the cost of parts. After the pump has been disassembled and inspected, I send you an quote of the cost and wait for your authorization before proceeding with the overhaul.

There is a one year warranty on parts and a lifetime warranty on labor on all pumps that I restore.

If you wish to have me restore your SU fuel pump, please contact me by phone at 360-479-0462 or by e-mail at [SUFuelPumps@donobi.net](mailto:SUFuelPumps@donobi.net) before sending your pump to insure that I am going to be able to meet your time requirements for getting the restored pump back to you, then send it to me at:

SU Fuel Pump Restoration  
1913 South Marine Dr.  
Bremerton, WA 98312

Before sending a pump to me, please inspect it to make sure it is a SU fuel pump and not one of the many clones, such as a Harting, Hardi, Huco, AutoPulse, MoProd, etc.. A genuine SU fuel pump should have SU on the end cover and on the older, L type pumps, it will have SU on the aluminum casting. I

cannot repair/restore the clones for the simple reason that there are no repair parts for them and it is a waste of your money to ship the pump to me. If you are unsure what kind of a pump you have, send me a picture of it and I'll let you know what you have.

Note: Since this is a retirement business, I only work on the pumps from October 1 through May 31 each year. The rest of the year is used to get home projects completed and go on cruises. Below is a list of other people in the U.S. who repair SU fuel pumps. Any of these people can repair your SU fuel pump during my time off or if I can't meet your time requirements.

Tom Ball 330-666-2642 or 330-867-9800

Jerry Felper - [felperg@earthlink.net](mailto:felperg@earthlink.net) or 714-630-1074

Greg Van Hook - <http://www.vanhookvintage.com/> or 215-262-8547

Lew Palmer - [lpalmer@roundaboutmanor.com](mailto:lpalmer@roundaboutmanor.com)