## Fuel tank

One side of the fuel tank is slightly deeper than the other side and so holds a bit more petrol in reserve. The right side if you stand at the back of the vehicle, looking forward, that's the reserve. You can trace the fuel lines to the selector switch to work out which side the selector tap is set to draw from (for ease, you'll have to remove any radio equipment and the radio tray).

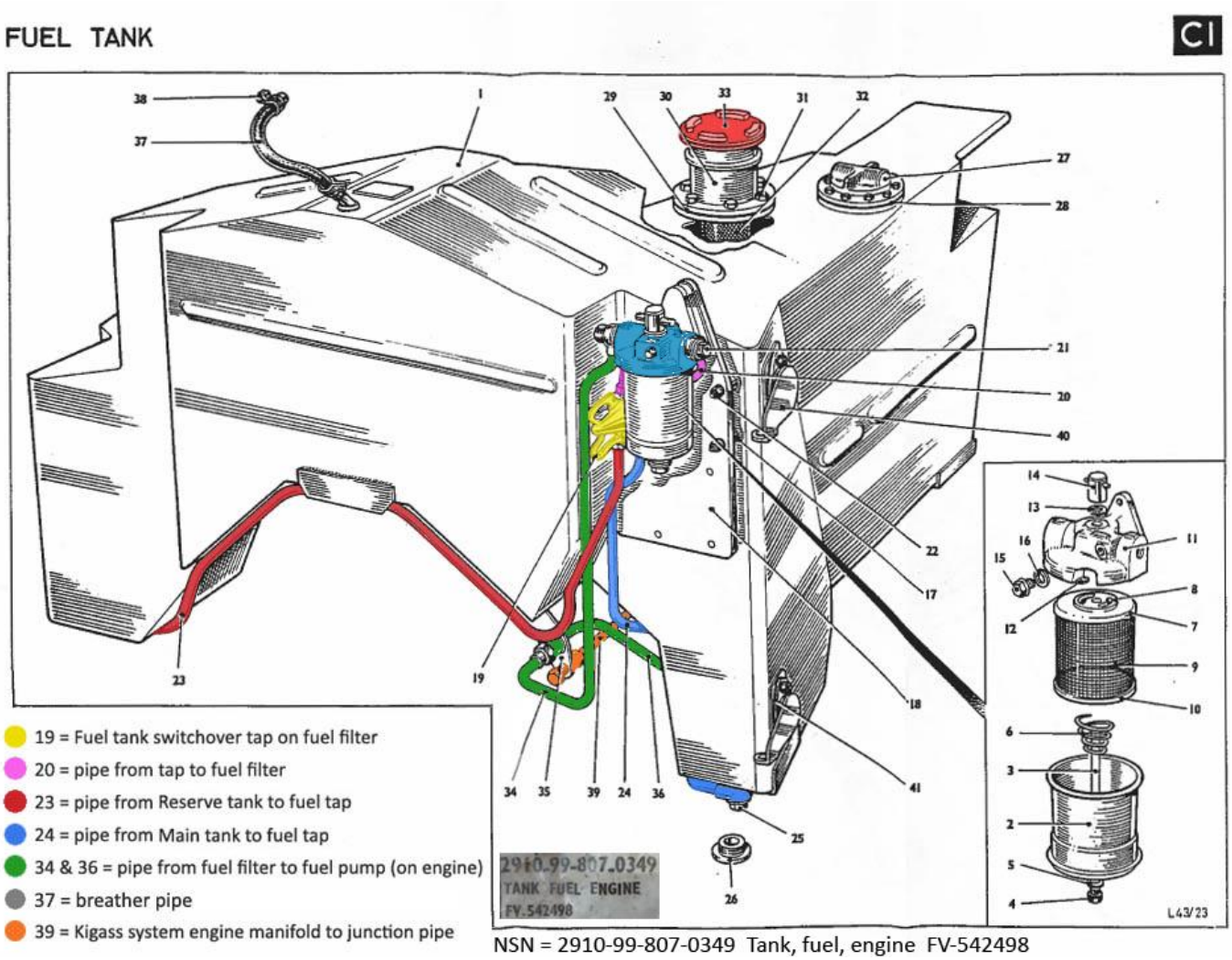
Sometimes, if you are lucky there will be painted indicator signs on the fuel tap or the side of the tank. Some of the confusion which position the fuel tap should be set arose because on early production vehicles, the R & M markings were incorrect, necessitating a miscellaneous instruction No. 13 for EMER V629 in June 1964. 'R' should be to the left and 'M' to the right.

As pictured left (at 10 to four: NW-SE) the valve is in the ***main tank*** position.

The fuel runs through the body of the tap, as shown in the description on Andy Fould's FV701 website in this illustration of the petrol tank and fuel lines. One local REME mod was to solder an extension tube onto the banjo fitting to prevent clogging, see here.

Should the tank need draining, use a ½" socket; and later a 5/8" spanner on the banjo bolt.

After moving the fuel reserve lever, which is a hollow integral part of the fuel lines, you may be surprised to see a fuel leak from the old cork gasket. The cork can tear upon movement after the tap is held in one position for a length of time. That's why I don't touch it. I've always left it in the 10 to four: NW-SE position. There is no reason to move it to the noon to six: N-S position to cut off the fuel. If your fuel tap gasket does leak, spare cork gaskets can be bought from the suppliers and dealers listed here.

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