

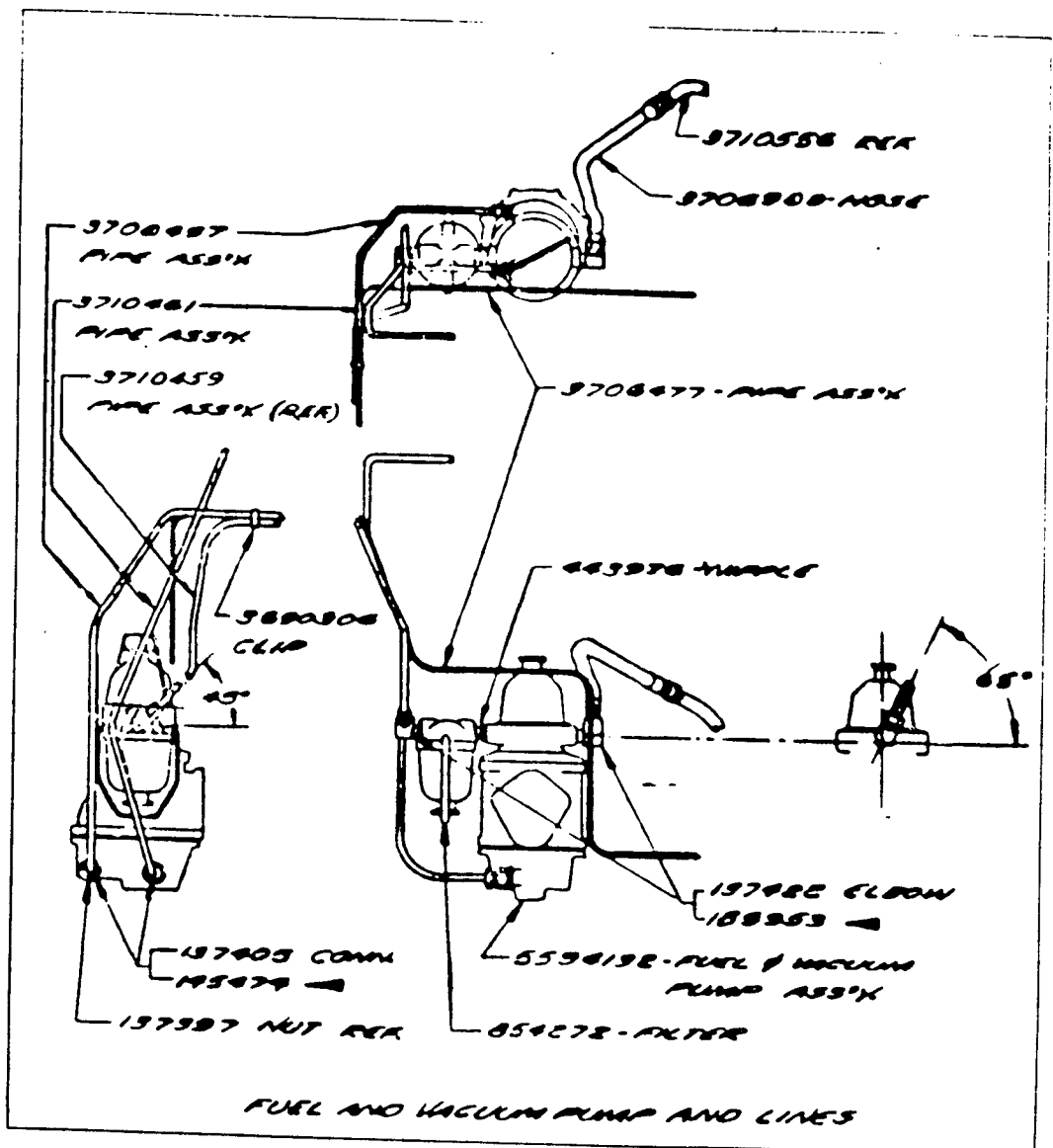
16. FUEL SYSTEM

The fuel system includes the fuel pump, fuel filter, and fuel lines. Divide the points evenly among the three.

16.1. SIX CYLINDER

<u>Fuel Pump:</u>	GM PN	Replace	AC #	Notes
1953-54	5592675	5592575	9797	until 1954, VIN -1168 or -1234
1954-55	5593235	5593235	4132	after 1954, VIN -1168 or -1234

1954-55
FUEL PUMP
AFTER
VIN -1168
OR -1234



16.1. SIX CYLINDER (continued)

Fuel Pump: All fuel pumps have "AC" in the casting near the top-bottom-center-front and the model type (four digit numeric) stamped on its flange. P/P marking near top AC is original.

The fuel pump provided double action: pressure for the fuel lines and vacuum for the windshield wipers. The fuel pump is located on the passenger side just forward of the the engine mount and crankcase vent tube.

Two types of AC pumps were used, both with glass bowls embossed with "AC". The only difference between these pumps is the rotation of the in/out ports. Each of them can be converted to the other by drilling the extra holes already cast in the pump body.

9797: This pump was positioned with the outlet angled towards the block and the inlet angled away from the block about 30 degrees. It was also used on 52-54 passenger cars.

4132: The inlet and outlet were parallel to the block (to accomodate the relocated fuel filter).

Note: The top portion of the 6-cyl pump contains an inverted glass bowl which acts as a sediment/water trap and may be removed for cleaning.

Fuel Filter: The first design pump has the filter located on the driver side just forward of the front carburetor. On the second design pump, the filter is located on the passenger side next to the fuel pump.

The filter's domed lid has "AC" cast in the zinc (natural finish). The clear glass sediment bowl is retained with a wire bail and thumbscrew. The filter element is porous reddish ceramic. The same filter is used on 1955 V-8.

Fuel Lines: All fittings are brass and all lines are unpainted steel with flare nut fittings. 1953 has an elbow fitting at each carb; 1954-55 have swedge rubber farell type on front two carbs.

The 1953 and very early 54 lines run on the outside of the frame and have a brass T-fitting as a drain below the gas tank. 1954 lines moved inside the frame and eliminated the T-fitting. Lines connect to the fuel pump with an 8 inch rubber hose and an elbow at the chassis end. Note: The rear carb fitting might not exactly match the front two fittings.



16.2. EIGHT CYLINDER

Fuel Pump: Fuel pumps are 3-piece castings. All the fuel pumps have "AC" in the top and bottom casting. The last four digits of the PN are stamped on the top's flange. The fuel pump provided double action: pressure for the fuel lines and vacuum for the windshield wipers.

	GM PN *	Replace	Notes
1955	<u>5594150</u>	5593256	(1)
1956 early	<u>5594262?</u> <u>5594282?</u>	5593256	until VIN -1658 or -1663 when base carb switched from dual to single
1956-57	<u>5594346</u>		long body & screws (4)
1958 early	<u>5594445</u>		outlet at front (2) & (3)
1958-62	<u>5594656</u>	5594663	outlet at rear (2)

* Underlined portion of number is stamped on flange.

- (1) The replacement PN was used on all 56 Chevy cars. There are only minor differences between the 55 and early 56 versions.
- (2) Early 1958 changed:
Single-carb engines used until AIM 11-18-57
Dual-carb engines used until AIM 12-6-57
- (3) Some early 1958 hi-perf engines used the 1957 long body pump.
- (4) Center section has PN 1538354 stamping.



Fuel Filter: Carbureted Engines

1955	?	glass bowl
1956-7	854326 854391	glass bowl, either PN optional
1958	854328 854391	glass bowl, either PN optional
1959-61	854391	glass bowl, dual carbs only
1962	854391	glass bowl, large carb only
1959-62	?	single carb use bronze element in carb inlet

All the glass bowl filters were similar in appearance. The glass sediment bowl has "AC" on bottom and is retained by a wire bale and thumbscrew. Inside is the replaceable element; porous reddish ceramic thru 1960, then sintered bronze. The domed top is cast aluminum with a large "AC".

1955: the filter is mounted on the passenger side of the carburetor.

1956-62 single carb: the filter is mounted at the front of the carburetor.

1956-61 dual carb: the filter is mounted on the passenger side of front carburetor.



Fuel Filter: Fuel Injected Engines

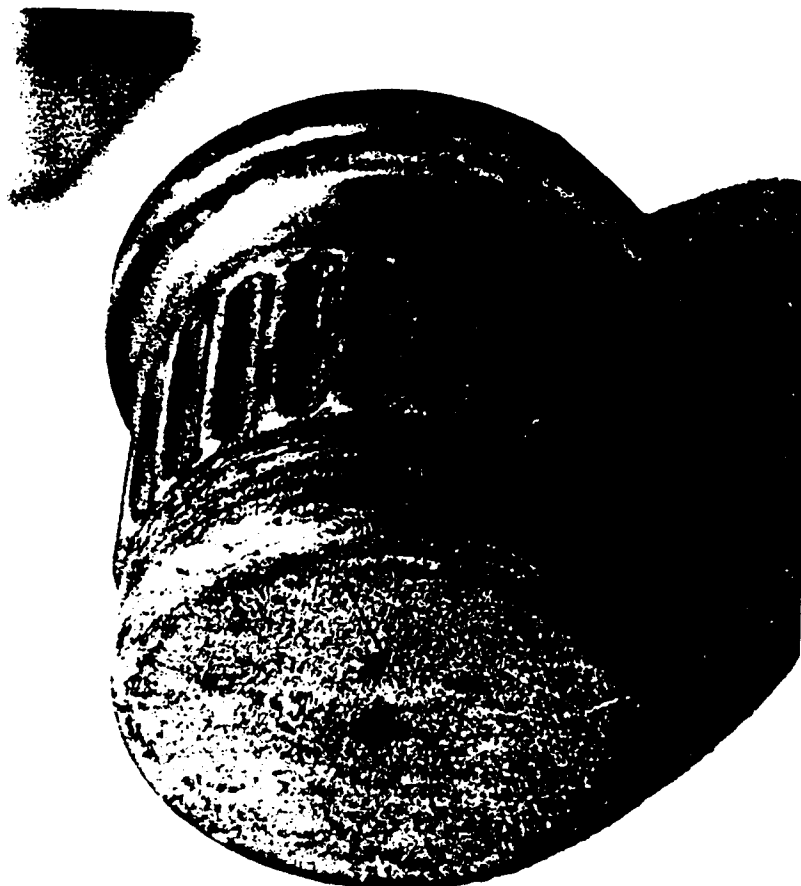
1957-58: The filter had a metal canister assembly on the passenger side (in front of the valve cover) hanging from a bracket mounted on the intake manifold. The canister had vertical ribs and contained a replaceable element (AC GF-130) and a small condensation drain hole at center bottom.

The very early brackets had rounded fuel connections; later ones were square. Steel flare nut fittings were used, not brass. The inside of the lid portion showed the PN and year. Very early filters have the in/out lines reversed.

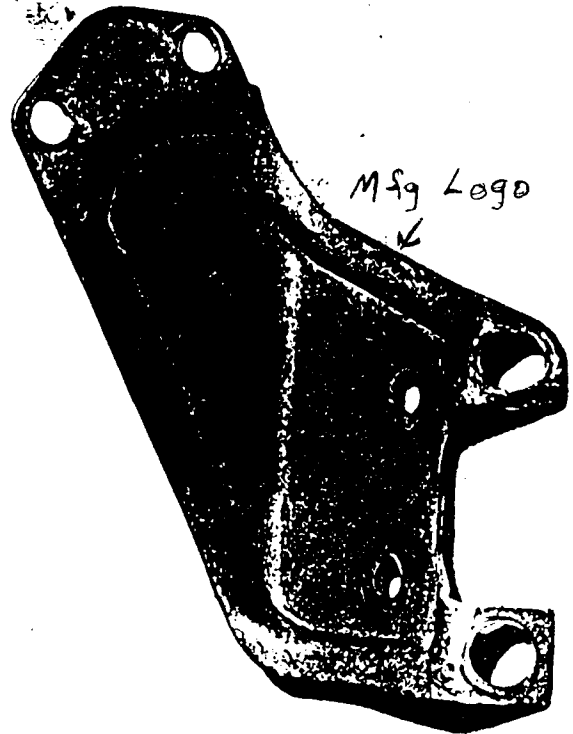
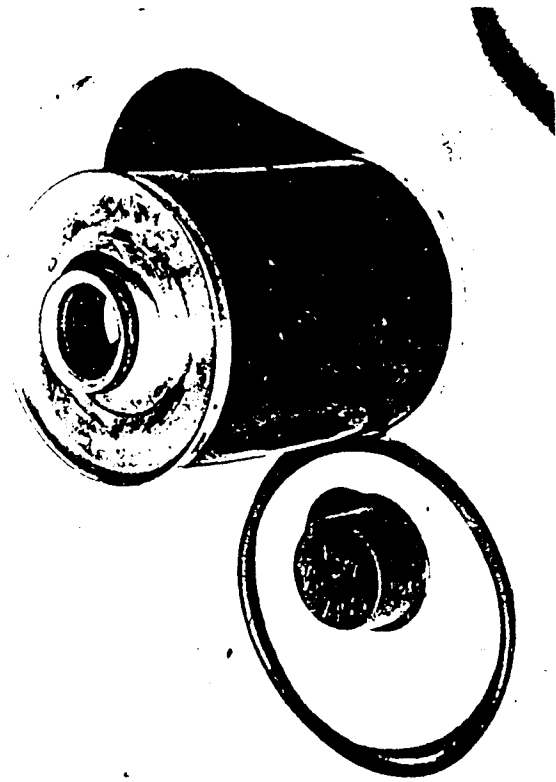
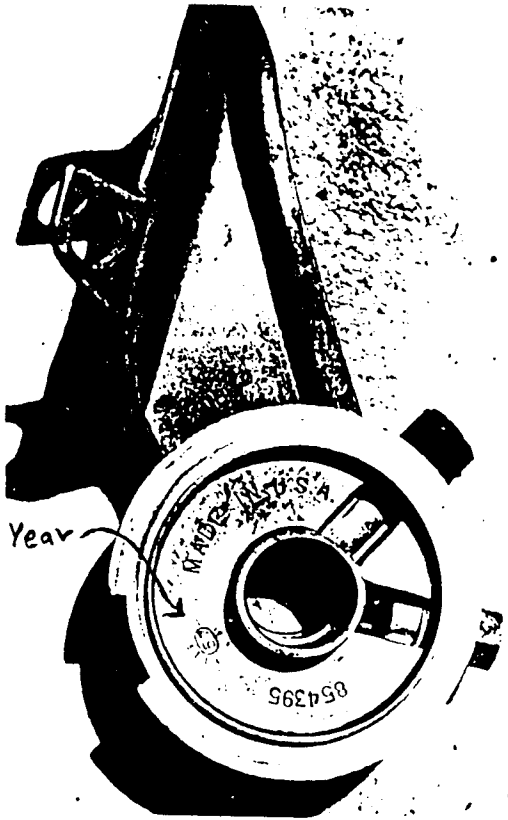
1959-61: The filter had a metal canister assembly on the passenger side to the rear of the fuel meter. The canister had three horizontal rings stamped near the lip and was cadmium plated. The canister may be vertical or tilted almost 45 degrees and contains a replaceable element, AC GF-43.

1962: The filter rotated to horizontal position and became smaller. The canister was replaced with a sealed disposable unit, AC GF-90. It was painted silver; markings included identification numbers and direction-of-flow arrow.

FUEL FILTER 1957-58 FI
(continued next page)



FUEL FILTER - FUEL INJECTION 1957-58



Fuel Lines: All lines are unpainted steel; all fittings are brass.

The line from the gas tank was 5/16 inch diameter until mid 1956, then 3/8 inch. It attaches to the frame on the passenger side with clips retained by screws. They run inside the frame thru 1957, then go outside. Beginning 1961, the line goes around instead of over the body mount near the tank. The line has flare nut fittings.

At the front end of the line is a flexible black rubber hose connected with an elbow. The hose fittings are crimped (no hose clamps). The other end connects to the fuel pump inlet.

The pump outlet line took one of two routes, depending on whether the outlet was at the front or rear of the pump. It moved for single carbs on AIM 11-18-57 and for dual carbs on AIM 12-6-57.

For front outlets, the line goes forward and turns up the side of the block/head. For rear outlets, there was an L-fitting, and the line was rerouted over the top of the pump, forward, then up the side of the block/head. From here the path varied, depending on the type of combustion unit, as follows.

Single Carb: The line went directly to the fuel filter at the front of the carb (1955 was on passenger side of carb).

Dual Carb: The line went to the passenger side of the front carb where it connected to the filter. When it left the filter, a T fitting split lines off to each carb.

1957-58 FI: Connected to the filter hanging off the front corner of the intake manifold. It left the filter, ran above the valve cover and connected to the rear of the fuel meter.

1958-61 FI: The line (PN 3758842) went up the side of the block/head, turned rearward (ran the full length of the valve cover; held with clips), then upward, then forward to the filter canister.

1962 FI: The last turn in the line was removed because the filter was now horizontal.

1958-62: The 3/8" rubber gas line has a coil spring cover near the connector to protect from nicks.



16.3. FUEL SYSTEM REFERENCES:

Adams 1953-55 pages 49-50, 52, 58, 60
1956-57 pages 124, 127, 164, 175-6, 178-9
1958-60 pages 230, 232, 238, 273, 283, 285
1961-62 pages 330, 333, 336, 366, 368, 371-2, 375-8, 382

GM Assy Manual 1956-61 Sect 6 Sheet 3.00
1956-61 Sect 8 Sheet 1.00
1956-61 RPO 469 Sheet 1.00
1962 Sect 6 Sheet 4.00
1962 Sect 8 Sheet 2.00 & 3.00

