

F.I. FILTERS

By Roy Braatz

I have had many owners of F.I. cars that have seen my sons '57 F.I. car and asked me whether I've had gas problems. Most are questions of idle, missing and power. Dirty gas, is usually the answer I give.

I tell them of the size of the filters today's F.I. cars use. You'll notice that they usually use two, one at the engine and the other near the tank. They are about the size of a can of beans. Oil companies know now and since '74 that we will buy gas at a \$1.50 a gallon or any name gas, because we need it, no matter what! As a result I believe the oil company shorten their refinery process to save their cost and we are short changed on quality.

The first thing an F.I. owner needs to know is that inside the 8" fuel nozzle is a disk with a hole in the center that is so small a human hair can stop the fuel from passing through. For this reason all F.I. cars today and our F.I. corvettes need a large efficient filter.

57-58 corvettes can be the problem years in this area. If an owner doesn't have the original filter or no filter. I say original filter, because the repro filter is not functional as the real one. The repro has a very small in line filter. Whereas the original one is very large (Fig. 1)

Having the original one will keep a clean unit. The repro is so small it takes no time to clog it when dirty gas is used. If you have a repro I would put a hidden filter anywhere near the gas tank to support the small filter the repro uses. If you have a problem already with dirt in the gas, after installing a good gas filter, remove the 8" nozzle and using air pressure, blow through the end the gas comes out, while washing them in solvent and that should clean them.

Remember to change the filter more often. Classic Chevy Club of Florida carries a close replacement for \$19.95, phone 1-800-57CHEVY.

Original fuel filter and Housing, 1957

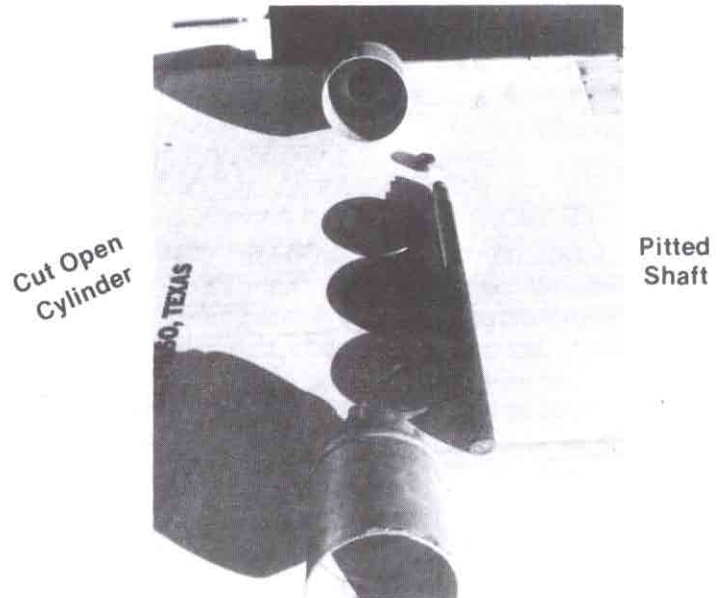


Fig. 1

POWER TOP CYLINDER

I've had many calls on how to rebuild a leaking cylinder or how to chrome the cylinder shaft.

The shaft is threaded at both ends. Inside the cylinders, two large washers with a rubber "washer type seal" is sandwiched between them. This seal is not available, so if damaged you'll have to make one.



To open the cylinder, have a machinist cut the cylinder near the top half from the factory pressed edge. Then you either make a new seal and/or rechrome the shaft, the machinist can reweld the cylinder in that area because the new seal will not reach that high inside the housing and be damaged.

Next, at the top where the shaft comes out is a packing held in by a wire clip. This rubber seal will also have to be made.

Also, the best method of cleaning or freeing up a cylinder is to use air pressure and oil and by repeating pressure at the top and bottom working the shaft up and down this should remedy the problem.

