

One More Time... Another Fuel Injection Story

—Roy Braatz

In previous issues of Straight Talk, I have attempted to illustrate various features of straight axle Corvettes that have not been previously printed. Now is not the time to change all of that. So, here is another one of those little tidbits that is rarely talked about... and as far as I know, nothing has ever been printed about it, either.

General Motors used a 1/8-inch thick adapter to the intake manifold gasket to keep engine heat from the spider fuel lines between the intake and injection, to eliminate vapor locking of the fuel system. (Fig. #1).

These gaskets were used from 1957, possibly through early 1960. You may have seen them on 1960 through 1962 'Vettes and cars, but they were most likely installed by a mechanic and not G.M. I am not positive on the dates in which G.M. discontinued use of these gaskets, but if anyone knows the answer, please write. They weren't used on 1963 and later cars, because the fuel injection units were redesigned to incorporate larger intake ports. (Fig. #2).

My son's 1957 F.I. causes him to hold a high R.P.M. for a minute or two after starting his car after it is already warmed up. This allows the spider lines to refill with cooler fuel and the car begins to idle smoothly. We recently installed the gasket and are confident that it will correct the problem and do the job it was meant to do.

The judging used by the Classic Chevy World calls for the gasket, because of the fact that passenger cars also used them. Noland Adams' book, Corvette Restoration and Technical Guide, Vol. 1, has a picture of a 1958 fuel injection on page 279 in which one can see that the gasket is present. Another picture in the orange 1955 through 1962, Complete Owner's Handbook, shows a 1957 fuel injection on page 314 that also shows the gasket. In both of these pictures, you will notice that, because of the gasket, it is impossible to read the intake manifold numbers.

Now, thanks to Jim Davis and Gary Hodges, you can buy a 100% correct intake manifold gasket. These are made of a material that will resist fuel and do the job they were meant to do.

So, the next time you go to a meet and have your car judged, you will be able to show the judges something they have probably never seen before. Now that this information has been printed and more interest will be taken, you can bet that it will be in future judging manuals.

—Roy Braatz

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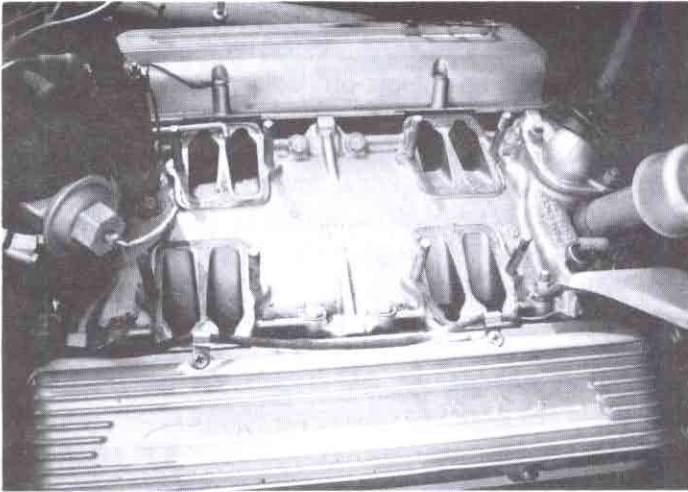


Photo A shows FI intake without 1/8-inch gasket. You can read the 3748947 GM part number. Also shown is the first design original aluminum thermostat housing I wrote about in Volume 1, number 4

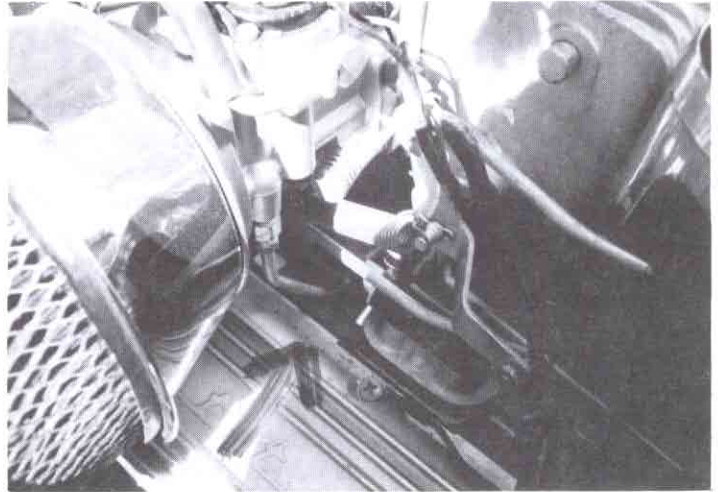


Photo C — What is hard to see in this picture is the FI unit and the 1/8-inch gasket assembled.

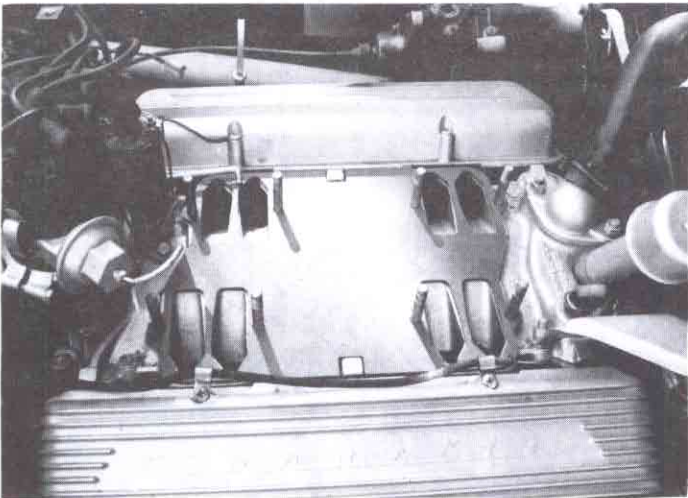


Photo B shows FI intake with 1/8-inch gasket. You can no longer read the part number.

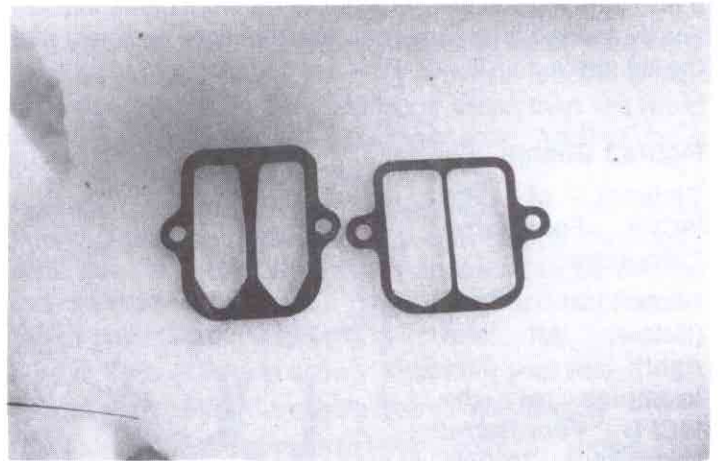


Photo D — Left original second design FI intake gasket used in '60 to '62 'Vettes have a "bolt-to-bolt" measurement of 3-3/8-inches. Right third design FI intake gaskets used on '63-'64 'Vettes have a "bolt-to-bolt" measurement of 4-1/8-inches.

PHOTO, RIGHT: Right — Original BOETTGER '53-'54 Bullet air cleaner that has alignment line to carb alignment line. Left — Aftermarket cleaner used on 3-deuce Fords, motorcycles, ball hitches, and so on. Notice that the lower area is larger (Same manufacturer).

