

ELBOW

Early fuel lines being the 3/8, use a vary unusual elbow that is a 45° inlet for the rubber hose and is six sided or hexagon. Imperial is the manufacturer. Corvette Central sells them under part number #351416. No where else I know of (parts houses, that is) carries them, also only the 55, having 5/16 line use the same type elbow.

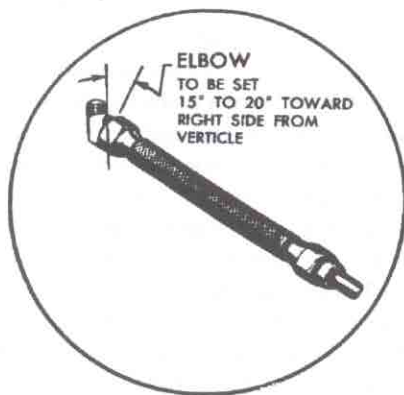


Figure 1 3/8 Elbow

F. I. RATIO LEVER

The way we did it. Back in the old days, as the saying goes. I didn't have a Mercury Manometer to check the settings of my F.I., and few guys did, so we learned how to using our eyes and ears .

Sending your unit out to be repaired or restored is O.K. and they well set-up your unit to the factory specks. But not all vette engines are the same weather rebuilt or not. Manifold pressure and vacuum, control the operation by 99% for setting the power and economy stops. (Assuming that all other components are correct and good).

First; the Economy screw= this screw to make it simple, controls idling, and cruising.

The Diaphragm Lever sets against it after the engine is warmed up ,or cruising at a steady speed. So knowing this -if you notice black smoking at idle or ,cruising or your spark plugs are running lean or rich, you either lengthen or shorten the screw, which in turn well shorten or leathern the lever travel causing less or more fuel to reach the engine.

Second; the Power screw= this screw to make it simple, controls warm-up, while choke is ON, or during acceleration. So knowing this-if you notice black smoking on warm-up, or during acceleration you either lengthen or shorten the screw, which in turn well shorten or lengthen the lever travel causing less or more fuel to reach the engine. Then after you have tuned the unit in, you need to re-adjust the Diaphragm to housing measurement or travel.

Now this may sound to simple to some people, but it is! In fig. 2 you see the words lean and rich, and it means just that, the screws control just how much fuel reaches the engine, I drive our F.I 57 all the time, and when I was setting up our F.I unit I carried a hex-wrench and wrench with me so I could tune in the F.I on my travels, knowing that everything else was O.K. (Black smoke accelerating lean the power stop, black smoke at idle, lean the economy stop). Leaving the side shielding off, I could check the plugs looking for a lean condition. This was how I also dialed in my metering rods on my 55 vette too. That I wrote about in a back issue.

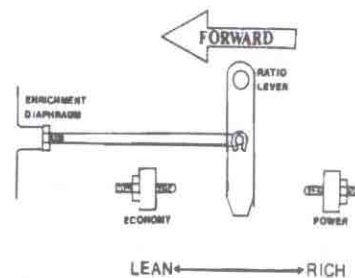


Figure 2 Fuel Meter Diagram