

FUEL SYSTEM GENERAL

ALL SERIES

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DESCRIPTION AND OPERATION

FUEL SYSTEM

CAUTION: All 1975 engines require the use of unleaded fuel, only. Use of leaded and/or low lead fuels can result in engine damage and reduce the effectiveness of the Emission Control Systems.

Fuel Filter

All engines have a pleated paper fuel filter located in the carburetor inlet.

All cars have a woven plastic fuel filter in the fuel tank on the lower end of the pick-up pipe.

Fuel Pump

H Series

The electric fuel pump in the H Series is located in the fuel tank integral with the gauge unit but is separately serviceable. The pump operates under the following two conditions:

1. ignition in START position, no oil pressure
2. ignition in RUN position, oil pressure (engine running).

The two-position oil pressure switch controls pump operation. With no oil pressure, during cranking, current from the starter solenoid PURPLE wire feed, goes through the oil pressure switch, to the DK BLUE wire to the cowl connector, then through the PINK wire to the ELECTRIC FUEL fuse in the fuse panel to the DK BLUE wire to the fuel pump. Once the engine starts, and there is oil pressure, the oil pressure switch directs current from the PINK wire (from the ignition switch) to the DK BLUE wire, through the fuse, and to the pump.

The TEMP PRESS lamp lights under the following conditions:

1. no oil pressure, ignition in RUN
2. engine overheated, ignition in RUN

The TEMP PRESS lamp receives its feed through the PINK wire from the GAUGES fuse at the fuse panel. The ground side is completed through the following two possible paths:

1. through the DK BLUE wire to the Key Buzzer, through the diode in the Key Buzzer, through the DK BLUE WHT STR wire to the cowl connector (where it junctions with the DK BLUE wire to the oil pressure switch, and the PINK wire to the ELECTRIC FUEL fuse), through the DK BLUE wire to the oil pressure switch, through the oil pressure switch to the PURPLE wire (no oil pressure) to the starter solenoid, to ground through the starter solenoid.

2. or through the DK BLUE wire to the harness junction, through the DK GREEN wire, to the temperature switch to ground (switch closed, engine overheated).

The Key Buzzer is fed by the ORANGE wire from the CLOCK LIGHTER COURTESY fuse at the fuse panel. It buzzes when the PINK BLK STR wire is grounded through the Key switch in the steering column (key in ignition) and driver's door jamb switch (door open).

The instrument panel gauge unit gets feed through the PINK wire from the GAUGES fuse. The TAN wire connects the gauge to a variable resistance ground through the sending unit in the fuel tank.

X-A-B-C-E Series

An AC fuel pump is used on all engines. The fuel pump is a diaphragm type pump and is actuated by the rocker arm through a link and a pull rod. See Figure 6C-1.

All V-8 air conditioner equipped cars have a special fuel pump which has a metering outlet for a vapor return

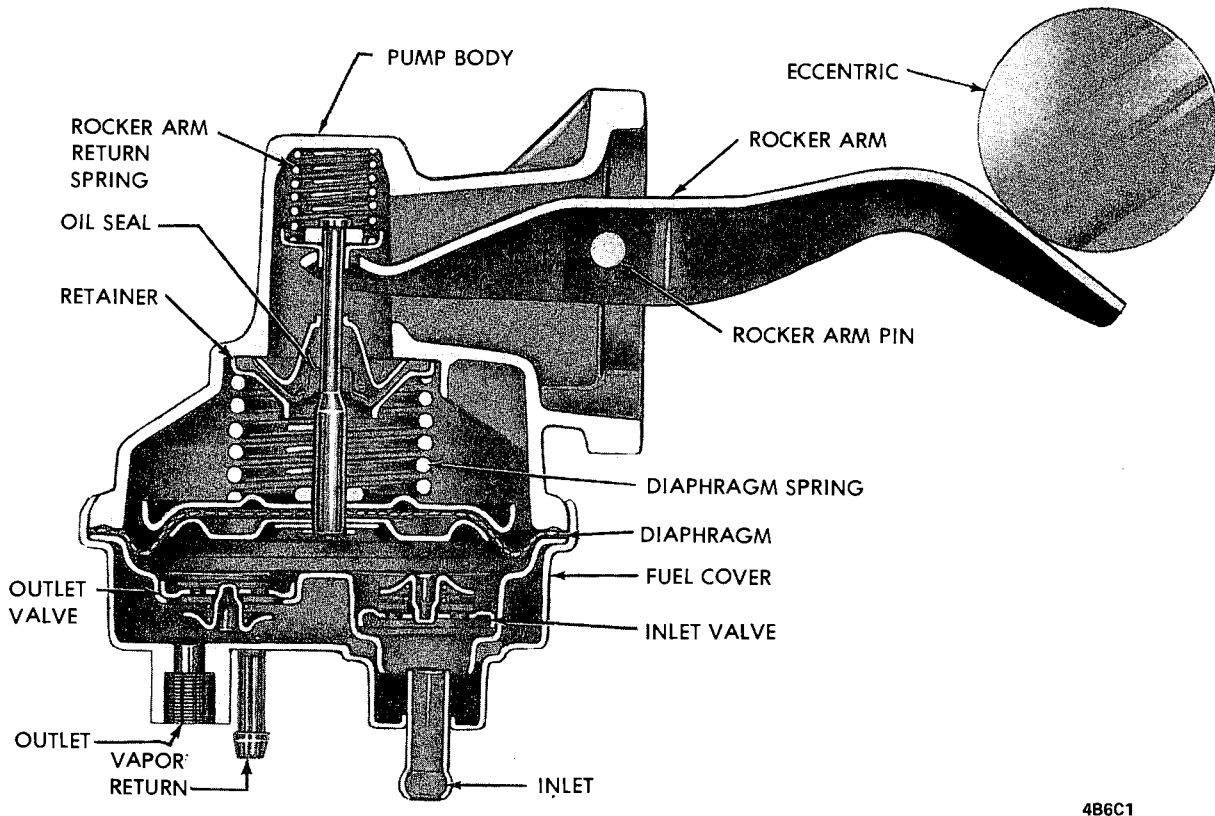


Figure 6C-1 Fuel Pump

system. Any vapor which forms is returned to the fuel tank along with hot fuel through a separate line. This greatly reduces any possibility of vapor lock by keeping cool fuel from the tank constantly circulating through the fuel pump. All 455 and 260 engines have the vapor return system whether or not the car is equipped with an air conditioner.

Fuel Tank

In all models, except station wagons, the fuel tank is attached under the trunk pan by two (2) straps.

All station wagons have the fuel tank mounted in the left rear quarter panel area. To fill the tank, lift the spring-loaded filler door and remove the filler cap.

Filler necks are soldered into the tank in all series cars. All filler necks have restrictors to prevent the entry of leaded fuel nozzles.

In all series except station wagons, the tank is vented during filling by an internal baffle inside the filler.

In station wagons, the tank is vented during filling by the filler neck.

In all series the tank outlet consists of a combination fuel pickup, filter and fuel gage tank unit. The tank unit can be removed by removing a cam ring which retains the unit.

The fuel line is coated, welded steel tubing. Connections from the tank unit to the line and from the line to the fuel

pump are made with synthetic rubber hose attached with spring clamps.

DISCUSSION OF EVAPORATION CONTROL SYSTEM

All 1975 Buicks are equipped with a system designed to prevent escape of fuel vapor to the atmosphere. Vapor generated by evaporation of fuel in the tank, previously exhausted to atmosphere, is transferred by a emission line to the engine compartment. During periods of operation, vapors are fed directly to the engine for consumption. During periods of inoperation, an activated charcoal canister located in the emission line stores any vapor generated, for consumption during the next period of operation.

The amount of vapor drawn into the engine at any time is too small to have any effect on fuel economy or engine operation.

With this closed system it is extremely important that only vapors be transferred to the engine. To avoid the possibility of liquid fuel being drawn into the system, these following features are included as part of the total system:

1. A fuel tank overfill protector is provided on all series to assure adequate room for expansion of liquid fuel volume with temperature changes.
2. A (1) point fuel tank venting system is provided on all series to assure that the tank will be vented under any

conceivable car attitude. This is accomplished by using a dome type fuel tank.

3. To protect the tank from mechanical damage in the event of excessive internal or external pressures resulting from the operation of this closed system, a pressure-vacuum relief valve, located in the gas cap, will control the tank internal pressure.

Fuel Cap X-A-B-C-E Series

The fuel cap is a screw on type for all series (except H Series) and incorporates a ratchet action which prevents over tightening.

H Series

1. The fuel tank filler cap has a two-step removal and installation procedure, plus a pressure- vacuum safety relief valve.

2. It is equipped with a double set of locking tangs. To remove:

- a. Rotate cap one-half turn counterclockwise to clear the first set of tangs from the slots inside the filler neck.
- b. This will allow any residual pressure to escape.
- c. Pull the cap outward and rotate one-quarter turn counterclockwise to clear second set of tangs, and remove the cap.
- d. To install, reverse this procedure.

If a fuel cap requires a replacement, only a cap with these same features should be used. Failure to use the correct cap can result in a serious malfunction of the system. Correct replacement caps may be obtained from your Buick or General Motors dealer.

Maintenance requirements demand only that the oiled fiber-glass filter assembled in the bottom of the canister, be replaced every 30,000 miles or 24 months. Under extremely dusty conditions, more frequent attention may be required.

DIAGNOSIS

X-A-B-C-E Series

CONDITION	POSSIBLE CAUSE	CORRECTION
Car feels like it is running out of fuel or surging occurs in 50-60 mph range.	1. Plugged fuel filter at carburetor.	1. Remove and replace filter.
	2. Plugged fuel filter at pickup pipe in fuel tank.	2. Clean filter and tank.
	3. Faulty fuel pump.	3. Perform diagnostic tests on the fuel pump as described. Remove and replace fuel pump as required.
	4. Dirt in fuel system or kinked fuel pipes or hoses.	4. Inspect pipes and hoses for kinks and bends, blow out to check for plugging. Remove and replace as required.
Engine starts but will not continue to run or will run but surges and backfires.	1. Faulty fuel pump.	1. Perform diagnostic tests on the fuel pump as described. Remove and replace fuel pump as required.
Engine will not start.	1. Faulty fuel pump.	1. Perform diagnostic tests on the fuel pump as described. Remove and replace fuel pump as required.

FUEL PUMP INSPECTION AND TEST

If the fuel system is suspected of delivering an improper amount of fuel to the carburetor, it should be inspected and tested in the car, as follows:

Inspection of Fuel System

1. Make certain that there is gasoline in the tank.
2. With engine running, inspect for leaks at all gasoline feed hose connections from fuel tank to carburetor.

Tighten any loose connections. Inspect all hoses for flattening or kinks which would restrict the flow of fuel. *Air leaks or restrictions on suction side of mechanical fuel pump will seriously affect pump output.*

3. Inspect for leaks at fuel pump diaphragm flange.
4. Disconnect feed pipe near carburetor. Ground distributor terminal of coil with jumper wire so that engine can be cranked without firing. Place suitable container at end of pipe and crank engine a few revolutions. If no gasoline, or only a little flows from pipe, the feed line is clogged or fuel pump is inoperative. Before condemning the fuel pump, disconnect feed line at both ends and blow through it with air hose to make sure that it is clear.
5. If gasoline flows in good volume from pipe at carburetor it may be assumed that the fuel pump and feed line are okay; however, it is advisable to make the following pressure and volume tests to make certain that fuel pump is operating within specifications.

Fuel Pump Pressure Test

1. Disconnect gasoline line near carburetor and connect a suitable pressure gage (such as Pressure- Leakdown Tester J-22109).
2. Start engine and check pressure with engine running at slow idle speed. Fuel pump pressure should be as specified at the end of this section. On cars equipped with a vapor return system, squeeze off the return hose so that an accurate reading can be obtained.
3. If fuel pump pressure is below minimum, pump must be replaced.

1. Disconnect fuel line from carburetor. Run fuel line into a suitable measuring container.
2. While observing the sweep second hand of a clock or watch, run the engine at idle until there is one pint of fuel in the container. One pint should be pumped in 30 seconds or less, except L-6 engines which is 1 pint in 30 to 45 seconds.
3. If flow is below minimum, check for restriction in the line.

FUEL PUMP DIAGNOSIS

X-A-B-C-E Series

Complete diagnosis of all possible causes of the trouble prior to replacement of the fuel pump will save time, expense and possibly prevent a repeat complaint.

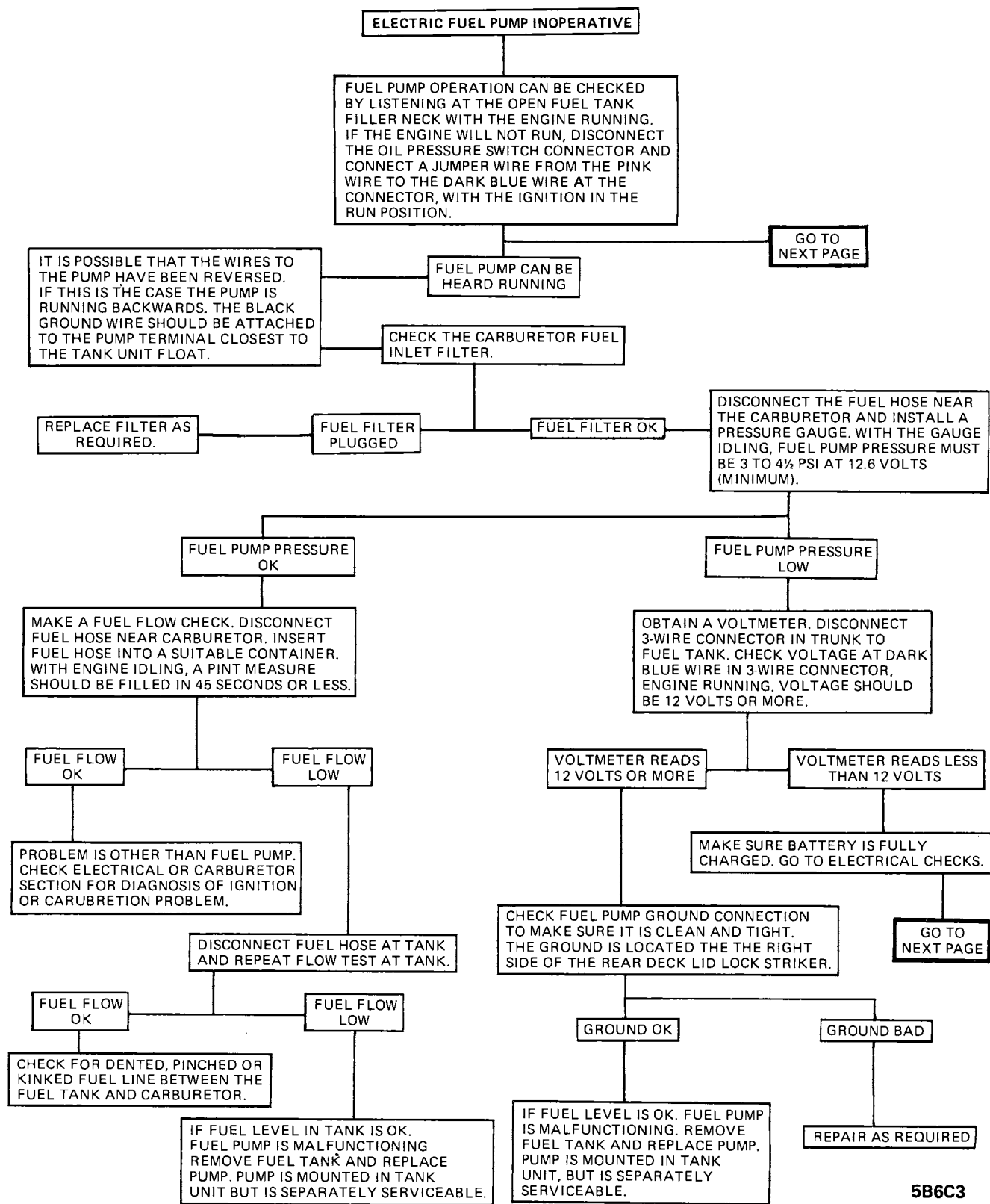
Low Pressure Complaint

The only way to check fuel pump pressure is by connecting an accurate pressure gauge to the fuel line at carburetor level. Never replace a fuel pump without first making this simple check.

Not Enough Fuel Flow Complaint

When an engine has a "starving-out" condition, many mechanics jump to the conclusion that the fuel pump is not pumping enough fuel. Many times the "starving-out" condition is actually due to a weakness in the ignition system, since these two troubles are very hard to separate. Even when an engine is starving for fuel, the cause is more likely to be a plugged fuel filter or a restricted fuel line than a malfunctioning fuel pump.

ELECTRIC FUEL PUMP, TEMPERATURE PRESSURE INDICATOR LAMP, AND KEY BUZZER DIAGNOIS

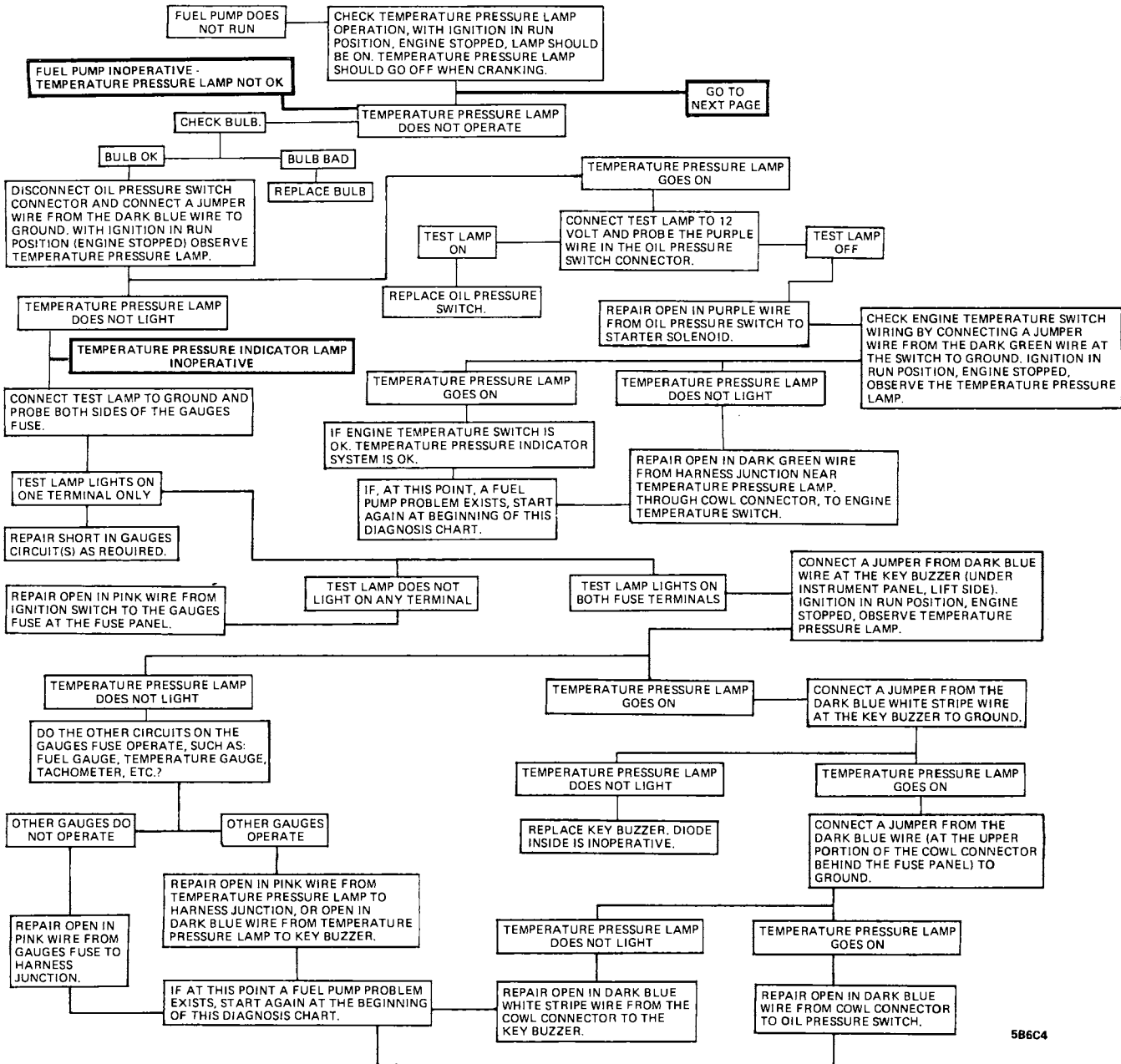


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Figure 6C-3

ELECTRIC FUEL PUMP, TEMPERATURE PRESSURE INDICATOR LAMP, AND KEY BUZZER DIAGNOSIS

CONTINUED



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Figure 6C-4

ELECTRIC FUEL PUMP, TEMPERATURE PRESSURE INDICATOR LAMP, AND KEY BUZZER DIAGNOSIS
CONTINUED

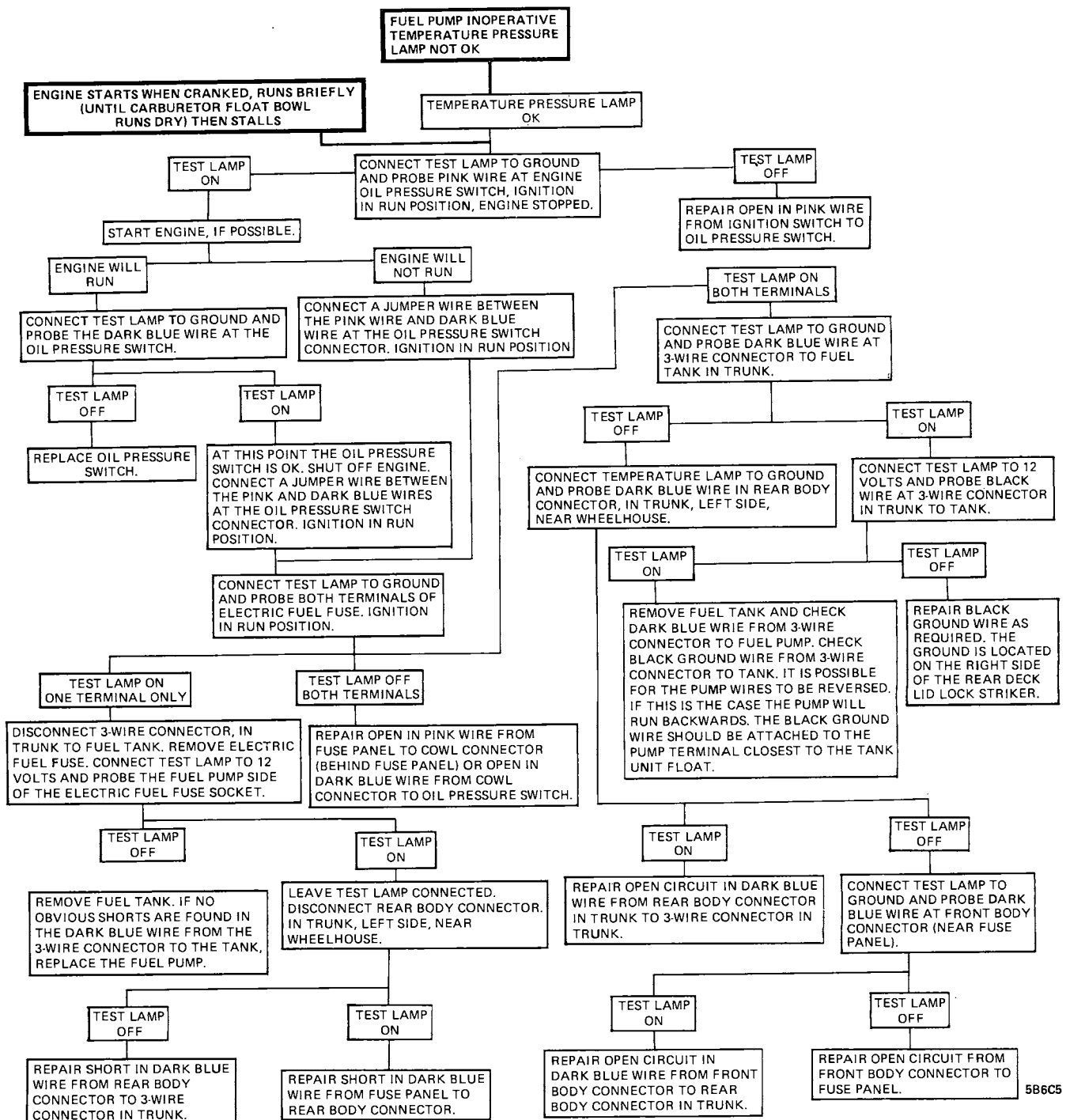


Figure 6C-5

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ELECTRIC FUEL PUMP, TEMPERATURE PRESSURE INDICATOR LAMP, AND KEY BUZZER DIAGNOSIS CONTINUED

ENGINE STARTS AND RUNS BUT SOMETIMES STALLS AFTER WARMING UP

CHECK FOR EXCESS PLASTIC AT THE OIL PRESSURE SWITCH. SCRAPE WITH A KNIFE AS REQUIRED.

ELECTRIC FUEL PUMP, TEMPERATURE PRESSURE AND KEY BUZZER OPERATION

THE ELECTRIC FUEL PUMP IS LOCATED IN THE FUEL TANK INTEGRAL WITH THE GAUGE UNIT, BUT IS SEPARATELY SERVICEABLE. THE PUMP OPERATES UNDER THE FOLLOWING TWO CONDITIONS:

1. IGNITION IN START POSITION, NO OIL PRESSURE
2. IGNITION IN RUN POSITION, OIL PRESSURE (ENGINE RUNNING).

THE TWO-POSITION OIL PRESSURE SWITCH CONTROLS PUMP OPERATION. WITH NO OIL PRESSURE, DURING CRANKING, CURRENT FROM THE STARTER SOLENOID PURPLE WIRE FEED, GOES THROUGH THE OIL PRESSURE SWITCH, TO THE DARK BLUE WIRE TO THE COWL CONNECTOR, THEN THROUGH THE PINK WIRE TO THE ELECTRIC FUEL FUSE IN THE FUSE PANEL TO THE DARK BLUE WIRE TO THE FUEL PUMP. ONCE THE ENGINE STARTS, AND THERE IS OIL PRESSURE, THE OIL PRESSURE SWITCH DIRECTS CURRENT FROM THE PINK WIRE (FROM THE IGNITION SWITCH) TO THE DARK BLUE WIRE, THROUGH THE FUSE, AND TO THE PUMP.

THE TEMPERATURE PRESSURE LAMP LIGHTS UNDER THE FOLLOWING CONDITIONS:

1. NO OIL PRESSURE, IGNITION IN RUN
2. ENGINE OVERHEATED, IGNITION IN RUN

THE TEMPERATURE PRESSURE LAMP RECEIVES ITS FEED THROUGH THE PINK WIRE FROM THE GAUGES FUSE AT THE FUSE PANEL.

THE GROUND SIDE IS COMPLETED THROUGH THE FOLLOWING TWO POSSIBLE PATHS:

1. THROUGH THE DARK BLUE WIRE TO THE KEY BUZZER, THROUGH THE DIODE IN THE KEY BUZZER, THROUGH THE DARK BLUE WHITE STRIPE WIRE TO THE COWL CONNECTOR (WHERE IT JUNCTIONS WITH THE DARK BLUE WIRE TO THE OIL PRESSURE SWITCH, AND THE PINK WIRE TO THE ELECTRIC FUEL FUSE), THROUGH THE DARK BLUE WIRE TO THE OIL PRESSURE SWITCH, THROUGH THE OIL PRESSURE SWITCH TO THE PURPLE WIRE (NO OIL PRESSURE) TO THE STARTER SOLENOID, TO GROUND THROUGH THE STARTER SOLENOID.
2. OR THROUGH THE DARK BLUE WIRE TO THE HARNESS JUNCTION, THROUGH THE DARK GREEN WIRE, TO THE TEMPERATURE SWITCH TO GROUND (SWITCH CLOSED, ENGINE OVERHEATED).

THE KEY BUZZER IS FED BY THE ORANGE WIRE FROM THE CLOCK LIGHTER COURTESY FUSE AT THE FUSE PANEL. IT BUZZES WHEN THE PINK BLACK STRIPE WIRE IS GROUNDDED THROUGH THE KEY SWITCH IN THE STEERING COLUMN (KEY IN IGNITION) AND DRIVER'S DOOR JUMP SWITCH (DOOR OPEN).

THE FUEL GAUGE OPERATES IDENTICALLY TO THAT IN OTHER BUICKS. THE INSTRUMENT PANEL GAUGE UNIT GETS FEED THROUGH THE PINK WIRE FROM THE GAUGES FUSE. THE TAN WIRE CONNECTS THE GAUGE TO A VARIABLE RESISTANCE GROUND THROUGH THE SENDING UNIT IN THE FUEL TANK.

ENGINE STARTS HARD SOMETIMES, FUEL ADDED TO CARBURETOR TO START ENGINE

AN ENGINE PROBLEM WHICH CAUSES HARD STARTING COUPLED WITH AN INOPERATIVE FUEL PUMP START FEED MAY CAUSE THE ENGINE NOT TO START AT ALL UNLESS FUEL IS ADDED TO THE CARBURETOR. THE PROCEDURE BELOW CHECKS THE PUMP START FEED CIRCUIT. WHEN IT HAS BEEN DETERMINED THAT THE PUMP START FEED IS OK, THEN REFER TO THE CARBURETOR SECTION FOR DIAGNOSIS OF THE HARD STARTING CONDITION.

CHECK TEMPERATURE PRESSURE LAMP OPERATION, IGNITION IN RUN POSITION, ENGINE STOPPED. TEMPERATURE PRESSURE LAMP SHOULD BE ON.

TEMPERATURE PRESSURE LAMP OFF

TEMPERATURE PRESSURE LAMP ON

DISCONNECT OIL PRESSURE SWITCH CONNECTOR. CONNECT TEST LAMP TO 12 VOLTS AND PROBE PURPLE WIRE IN CONNECTOR.

FUEL PUMP START FEED IS OK REFER TO CARBURETOR SECTION FOR DIAGNOSIS OF HARD STARTING CONDITION.

TEST LAMP OFF

TEST LAMP ON

REPLACE OIL PRESSURE SWITCH.

REPAIR OPEN IN PURPLE WIRE FROM OIL PRESSURE SWITCH CONNECTOR TO STARTER SOLENOID.

ELECTRIC FUEL PUMP, TEMPERATURE PRESSURE INDICATOR, AND KEY BUZZER SCHEMATIC

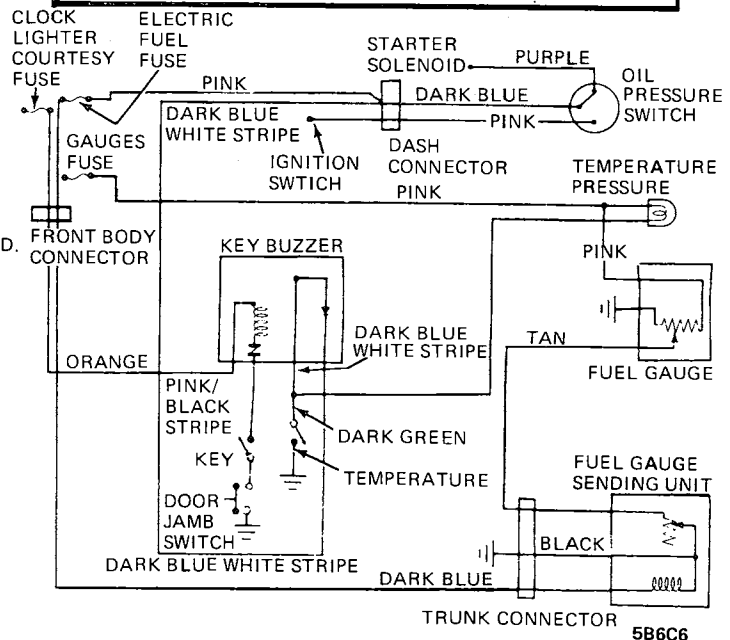
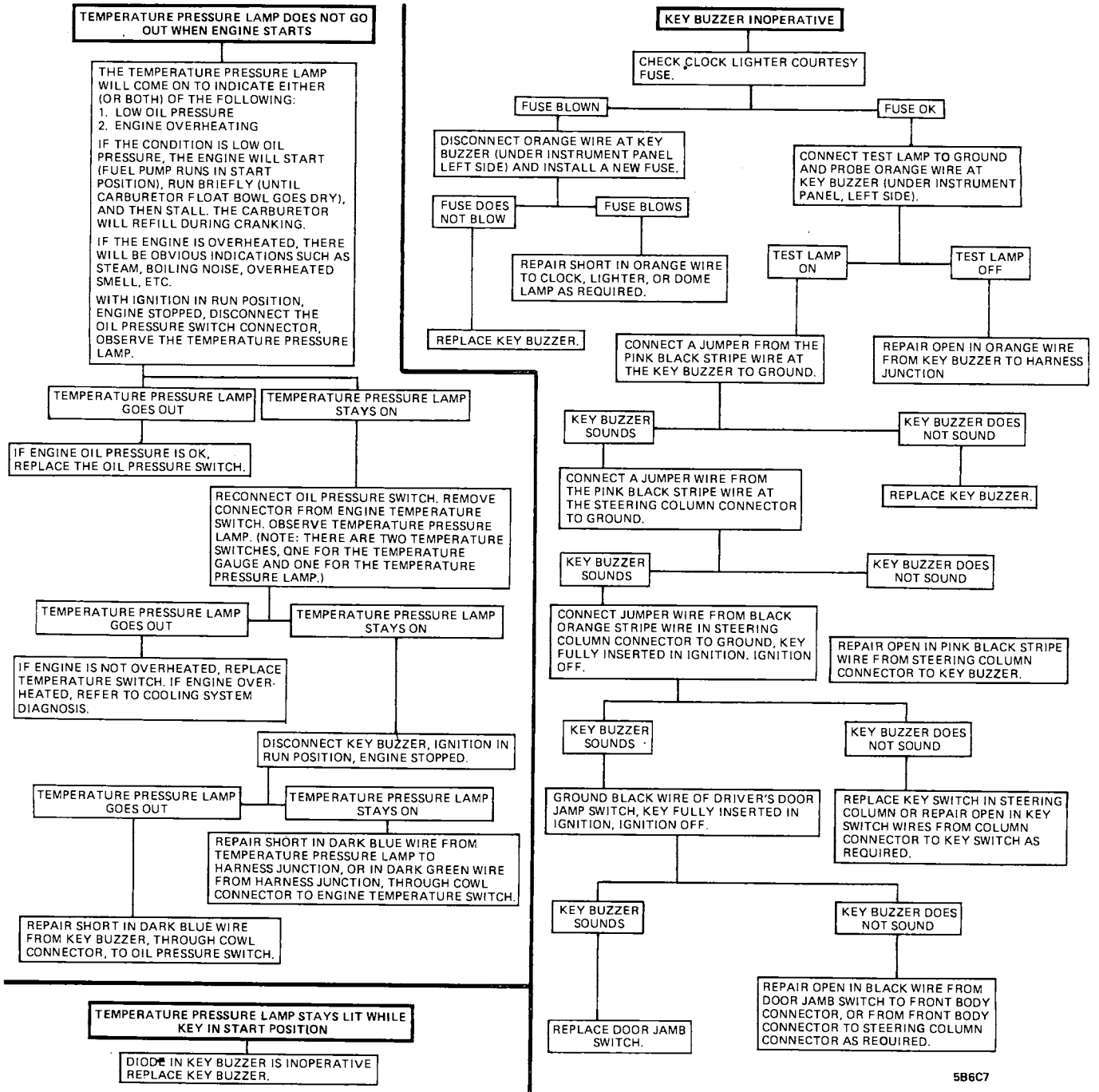


Figure 6C-6

ELECTRIC FUEL PUMP, TEMPERATURE PRESSURE INDICATOR LAMP, AND KEY BUZZER DIAGNOSIS
CONTINUED



586C7

Figure 6C-7

MAINTENANCE AND ADJUSTMENTS**AIR CLEANER AND FUEL FILTER SERVICE****Air Cleaner Service**

An air cleaner with a dirty element will not properly remove dirt from the air and the dirt entering the engine will cause abnormal formation of carbon, sticking valves, and wear of piston rings and cylinder bores.

Regular replacement of the element at 30,000 mile intervals (or more frequently in dusty territory) is necessary to prevent excessive engine wear.

Fuel Filter - All Engines

All engine fuel filters are located in the carburetor fuel inlet. These fuel filter elements are of pleated paper. Elements are placed in the inlet hole with the gasket surface outward. A spring holds the element outward, sealing it by compressing a gasket surface against the inlet fitting. If the element should ever become plugged, pump pressure is sufficient to depress the spring slightly so that some fuel by-passes the element. Thus, a plugged element, instead of causing a car stoppage on the road, allows the engine to continue running on unfiltered fuel. However, the spring pressure is designed to allow only enough fuel to by-pass to let the car run 50 to 60 MPH at a constant speed, or to cut-out at a much lower speed with heavy acceleration. If surging is encountered in the 50 to 60 MPH range, try several hard accelerations; if the engine also runs out of fuel during acceleration, the problem is insufficient fuel, and the most likely reason is a plugged filter. If the owner has "put-up" with this trouble for some time, there is probably dirt in the carburetor due to usage of unfiltered fuel and also due to "dumping" of dirt from the plugged filter element.

The carburetor inlet fuel filter should be replaced every 15,000 miles or 12 months.

After assembling any filter element in the carburetor, always start the engine and check for leaks in the fuel line and fittings before installing the air cleaner.

Other Filters or Strainers

A woven plastic filter is located on the lower end of the fuel pickup pipe in the gas tank. This filter prevents dirt from entering the fuel line and also stops water unless the filter becomes completely submerged in water. This filter is self cleaning and normally requires no maintenance. Fuel stoppage at this point indicates that the gas tank contains an abnormal amount of sediment or water; the tank should therefore be removed and thoroughly cleaned.

MAJOR REPAIR**REMOVAL OF FUEL TANK
OR FUEL GAUGE TANK UNIT***H-X-A-B-C-E Series (Except Station Wagons)*

The fuel gauge tank unit is combined with the pickup pipe and the tank filter. All series require lowering the fuel tank to replace the tank unit.

To lower a fuel tank, proceed as follows:

1. Disconnect battery.

2. Syphon all fuel from tank into a clean container.
3. Disconnect fuel hose and vapor return hose from gauge tank unit.
4. Remove ground wire screw.
5. Unplug wire from gauge unit.
6. Disconnect vent hose.
7. Disconnect support straps and lower tank.
8. To install fuel tank, reverse above procedures.

To remove fuel gauge tank unit, proceed as follows:

1. Unscrew cam ring using Wrench J-24187 for all series.
2. Remove fuel gauge tank unit. Install new tank unit, being careful not to bend or damage it.
3. Complete gauge unit installation by reversing above steps. Make sure electrical connections are clean and tight.

A and B Series Wagons

1. Disconnect battery.
2. Drain gas from tank into suitable container and disconnect fuel gauge tank wire.
3. Raise car on hoist.
4. Remove left rear tire and wheel assembly.
5. Remove left quarter panel to wheelhouse filler panel (mud deflector) and bend lower attaching tab out of way.
6. Disconnect gas tank to wheelhouse ground wire.
7. Disconnect tail pipe hanger.
8. Disconnect fuel lines from gas tank.
9. Remove the end and bottom tank support straps.
10. Work tank forward and remove.
11. For installation reverse previous steps.

Mechanical Fuel Pump Removal X-A-B-C-E Series

1. Disconnect fuel inlet hose from pump. Disconnect vapor return hose, if so equipped.
2. Disconnect fuel outlet pipe.
3. Remove two 1/2 inch hex head bolts, using a 3/8 inch drive deep socket and a ratchet handle.
4. Remove fuel pump.

Mechanical Fuel Pump Installation

1. Install new fuel pump with new gasket.
2. Install two 1/2 inch hex head bolts, turning them in alternately and evenly.
3. Install fuel outlet pipe. If it is difficult to start fitting, time can be saved by disconnecting upper end of pipe from carburetor. Tighten fitting securely, meanwhile holding fuel pump nut with a wrench. Install and tighten fitting at carburetor, if removed.
4. Install fuel inlet hose. Install vapor return hose, if so equipped.
5. Start engine and check for leaks.

CAUTION: Remove battery negative cable from battery post before attempting fuel pump removal.

Removal

1. Disconnect meter and pump wires at rear wiring harness connector.
2. Raise vehicle on hoist.
3. Drain fuel tank.
4. Disconnect fuel line hose at gauge unit pickup line.
5. Disconnect tank vent line to vapor separator.
6. Remove gauge ground wire screw at underbody floorpan.
7. Remove tank straps bolts and lower tank carefully.
8. Unscrew retaining cam ring using Spanner Wrench J-24187 and remove fuel pump-tank unit assembly.

ELECTRIC FUEL PUMP REPLACEMENT

Remove flat wire conductor from plastic clip on fuel tube.

2. Squeeze clamp and pull pump straight back approximately one-half inch.
3. Remove two nuts and lockwashers and conductor wires from pump terminals.
4. Squeeze clamp and pull pump straight back to remove it from tank unit – take care to prevent bending of circular support bracket.
5. Slide replacement pump through circular support bracket until it rests against rubber coupling – make sure pump has rubber isolator and saran strainer attached (supplied in service package).
6. Attach two conductor wires to pump terminals, using the two lockwashers and nuts furnished – make certain flat conductor is attached to terminal located on side away from float arm.
7. Squeeze clamp and push pump into rubber coupling.
8. Replace flat wire conductor in plastic clip on fuel pickup tube.

Installation

1. Install fuel pump-tank assembly in fuel tank. Install retaining cam ring using Spanner Wrench J-24187.
2. Reinstall wires and fuel tank by reversing removal steps 1 thru 5.
3. Lower vehicle and remove from hoise.
4. Start engine and check for leaks.

SPECIFICATIONS

Gasoline Tank Capacity (Approximately)

H Series	18.5
X Series	21 Gal.
A Series All and B Series Station Wagon	22 Gal.
B-C-E Series (except wagons).....	26 Gal.

CLEANING FUEL SYSTEMS - ALL SERIES

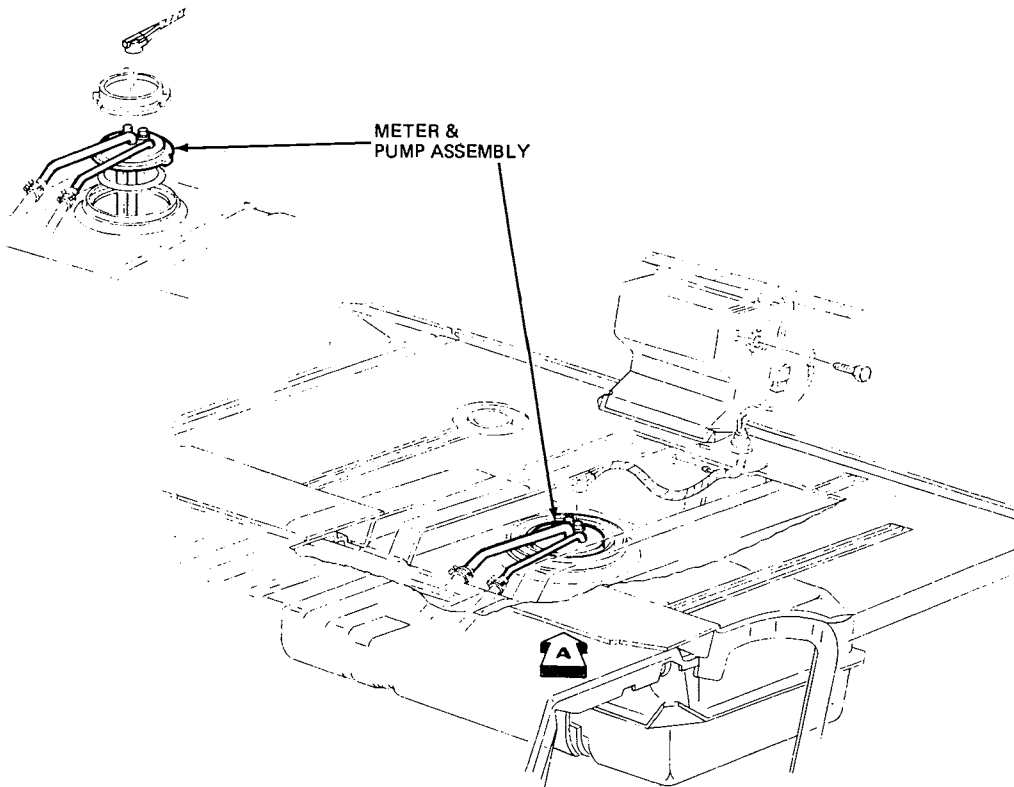
If trouble is due to contaminated fuel or foreign material that has been put into the tank, it can usually be cleaned. If tank is rusted internally, it should be replaced.

1. Disconnect battery and ignition coil primary wire (plus wire on ignition coil).
2. Drain fuel tank.
3. Remove fuel tank.
4. Remove fuel inlet filter at carburetor and inspect for contamination. If filter is plugged, replace (leave fuel line disconnected).
5. Locate tank away from heat, flame, or other source of ignition. Remove fuel gauge tank unit and inspect condition of filter. If filter is contaminated, a new filter should be installed upon reassembly.
6. Complete draining of tank by rocking it and allowing fuel to run out of tank unit hole.
7. Purge fuel tank with steam or running hot water for at least five minutes. Pour water out of tank unit hole (rock tank to assure complete removal of water).

WARNING: THIS PROCEDURE WILL NOT REMOVE FUEL VAPOR. DO NOT ATTEMPT ANY REPAIR ON TANK OR FILLER NECK WHERE HEAT OR FLAME IS REQUIRED.

8. Disconnect inlet fuel line at pump and use air pressure to clean fuel line and fuel return line (if equipped). Apply air pressure in the direction fuel normally flows through line.
9. Use low air pressure to clean pipes on tank unit.
10. Clean filter on fuel tank unit, if required. Install fuel tank gauge unit (with new gasket) into tank and install tank. Connect tank unit wires and all fuel lines, except pump to carburetor line (see "Removal of Tank" for proper procedure).
11. Connect a hose to fuel line at carburetor; insert other end of hose into a one gallon fuel can.
12. Connect battery cable. *Make sure ignition coil primary wire is disconnected.*
13. Put six gallons of clean fuel in tank and operate starter to pump two quarts of fuel into fuel can. This will purge fuel pump.
14. Remove hose and connect fuel line to carburetor.
15. Connect coil primary wire.
16. Check all connections for leaks.

Gasoline Gauge, Make and Type	A.C. Electric
Fuel Pump, Make	A.C.
Fuel Pump Type and Location	
231 H Series	Electric-Fuel Tank
231 X and A Series	Mechanical-Left Front of Engine
250 All	Mechanical-Right Front of Engine
260 All	Mechanical-Right Front of Engine
350 All	Mechanical-Left Front of Engine
400 All	Mechanical-Left Front of Engine
455 All	Mechanical-Left Front of Engine
Fuel Pump Pressure – At Carburetor Level	
231 H Series	3 - 4-1/2 PSI at 12.6 volts
231 X and A Series	3 PSI Min.
250 All	3-1/2 - 4-1/2 PSI
260 All	5-1/2 - 6-1/2 PSI
350 All	3 PSI Min.
400 All	5-1/2 - 6-1/2 PSI
455 All	4-1/2 PSI Min.
Fuel Pump Volume	
231 H Series	1 Pint in 35 - 40 Seconds
231 X and A Series	1 Pint in 30 Seconds or Less
250 All	1 Pint in 35 - 40 Seconds at Cranking Speed
260	1 Pint in 30 Seconds or Less
350 All	1 Pint in 30 Seconds or Less
400 All	1 Pint in 30 Seconds or Less
455 All	1 Pint in 30 Seconds or Less
Fuel Filter in Carb Inlet – Make and Type	
MV Carburetor	AC, 1 in. Paper GF-427
2GC Carburetor	AC, 1 in. Paper GF-427
2MC Carburetor	AC, 2 in. Paper GF-441
4MC Carburetor	AC, 2 in. Paper GF-441
Fuel Filter in Fuel Tank	Woven Plastic



5B6C10

Figure 6C-10 H Series Fuel Meter & Pump Assembly

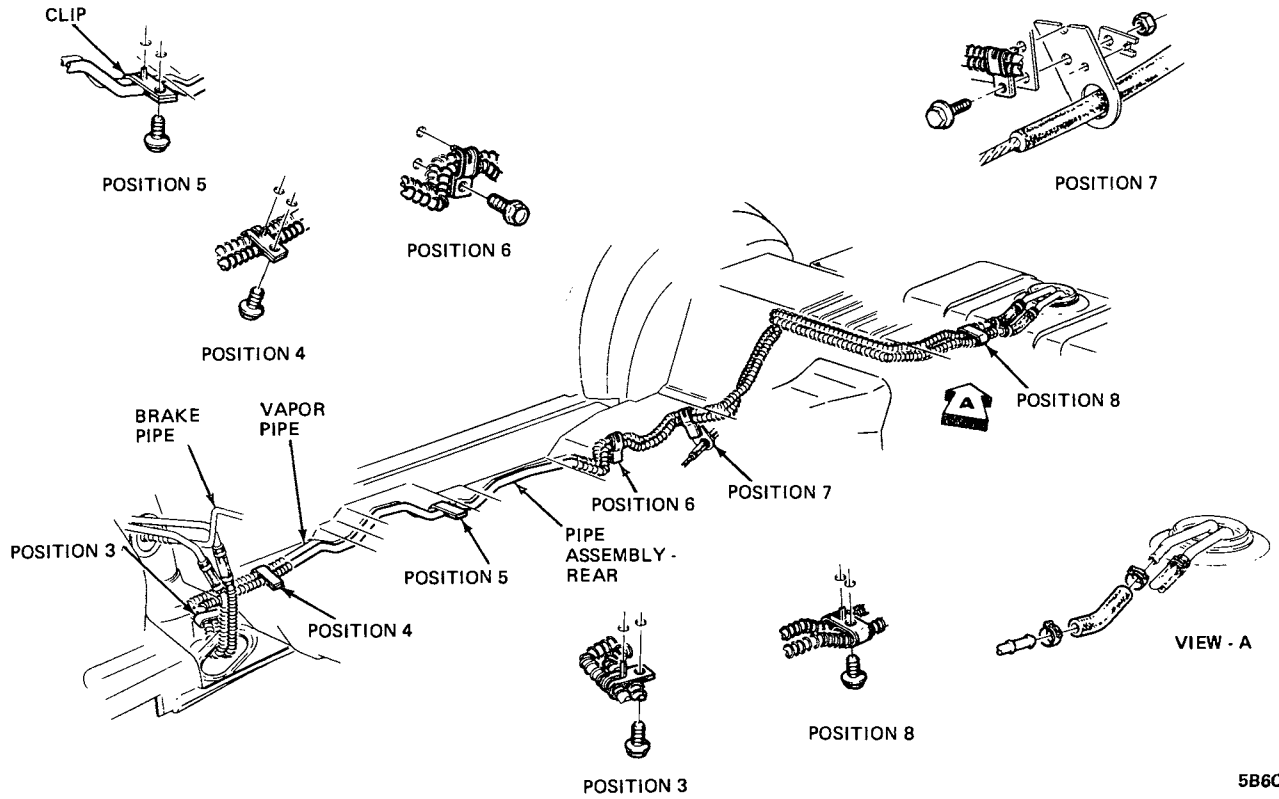


Figure 6C-11 H Series Fuel Feed Pipe Rear

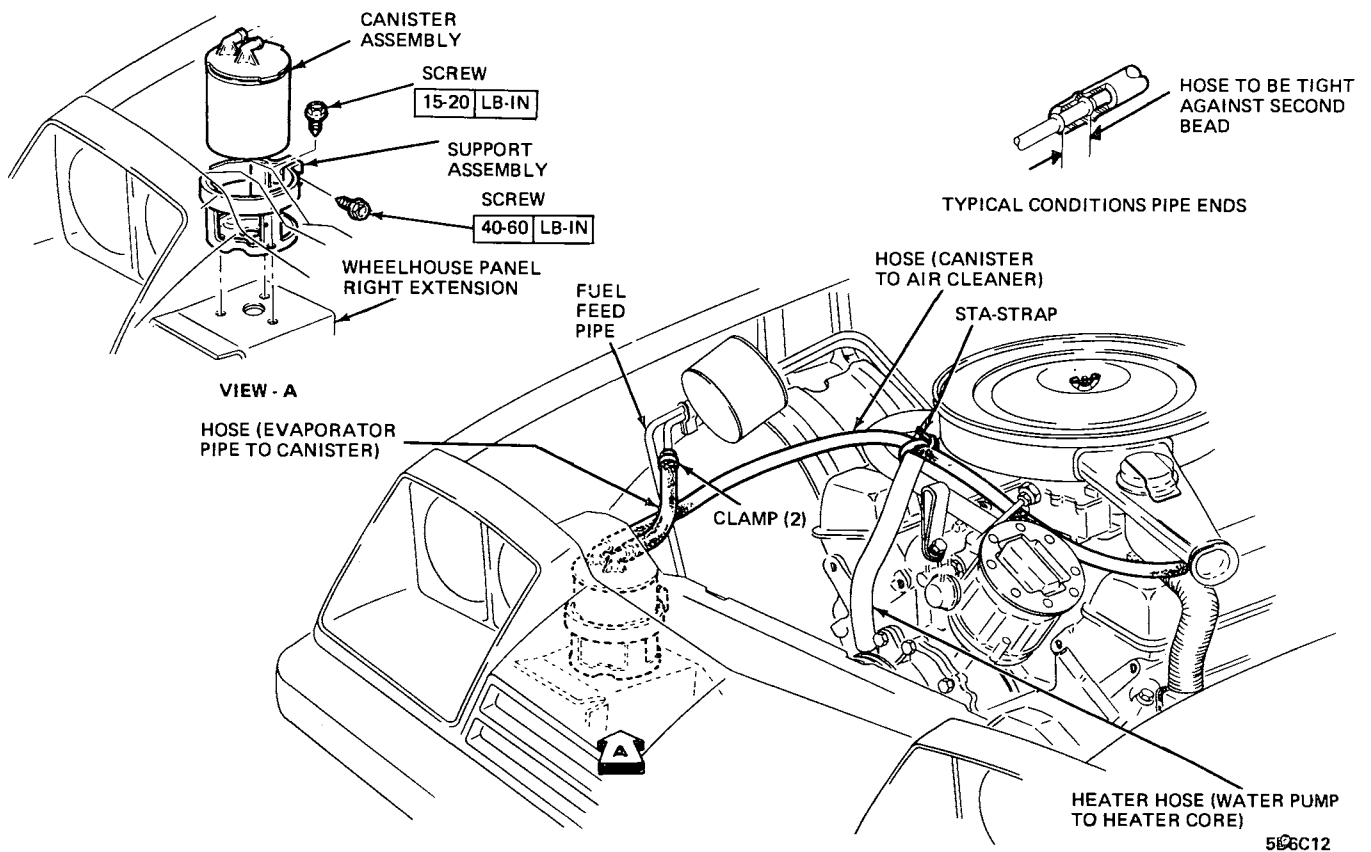


Figure 6C-12 H Series Canister & Emission House Routing

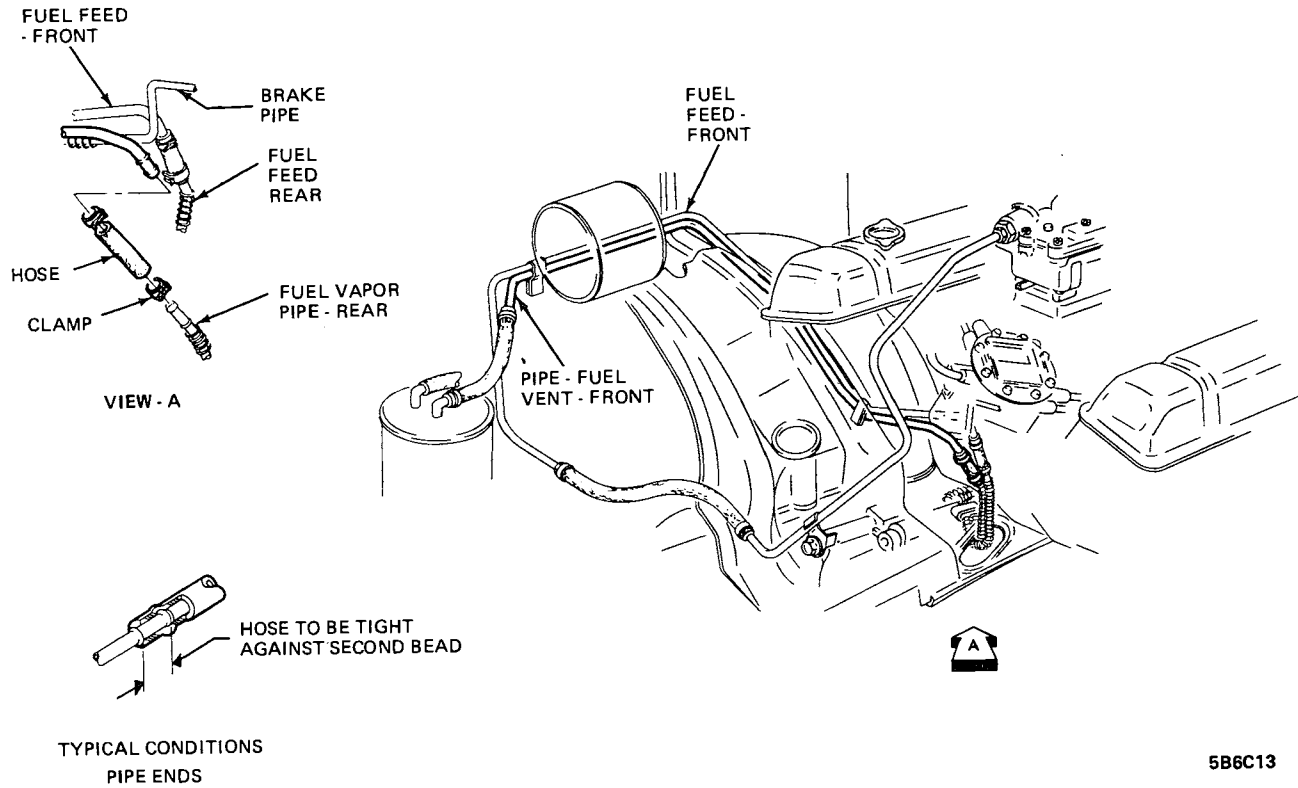


Figure 6C-13 H Series Fuel Vapor Pipe Front

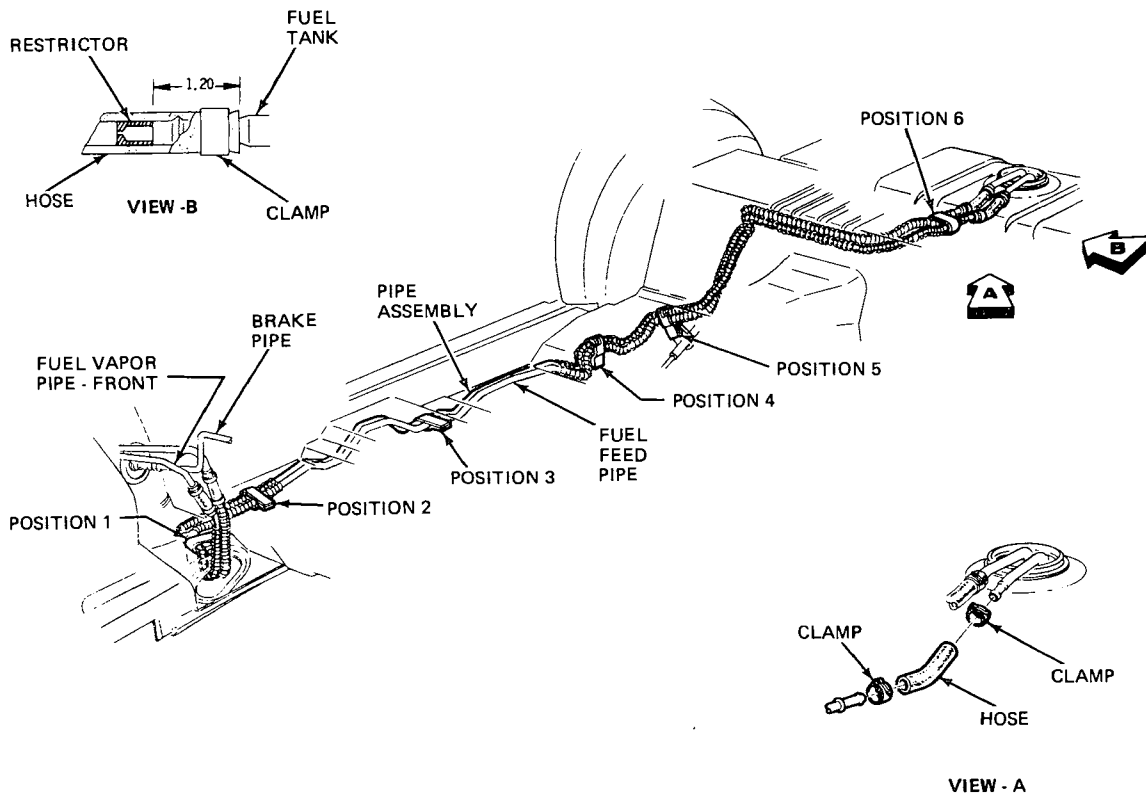
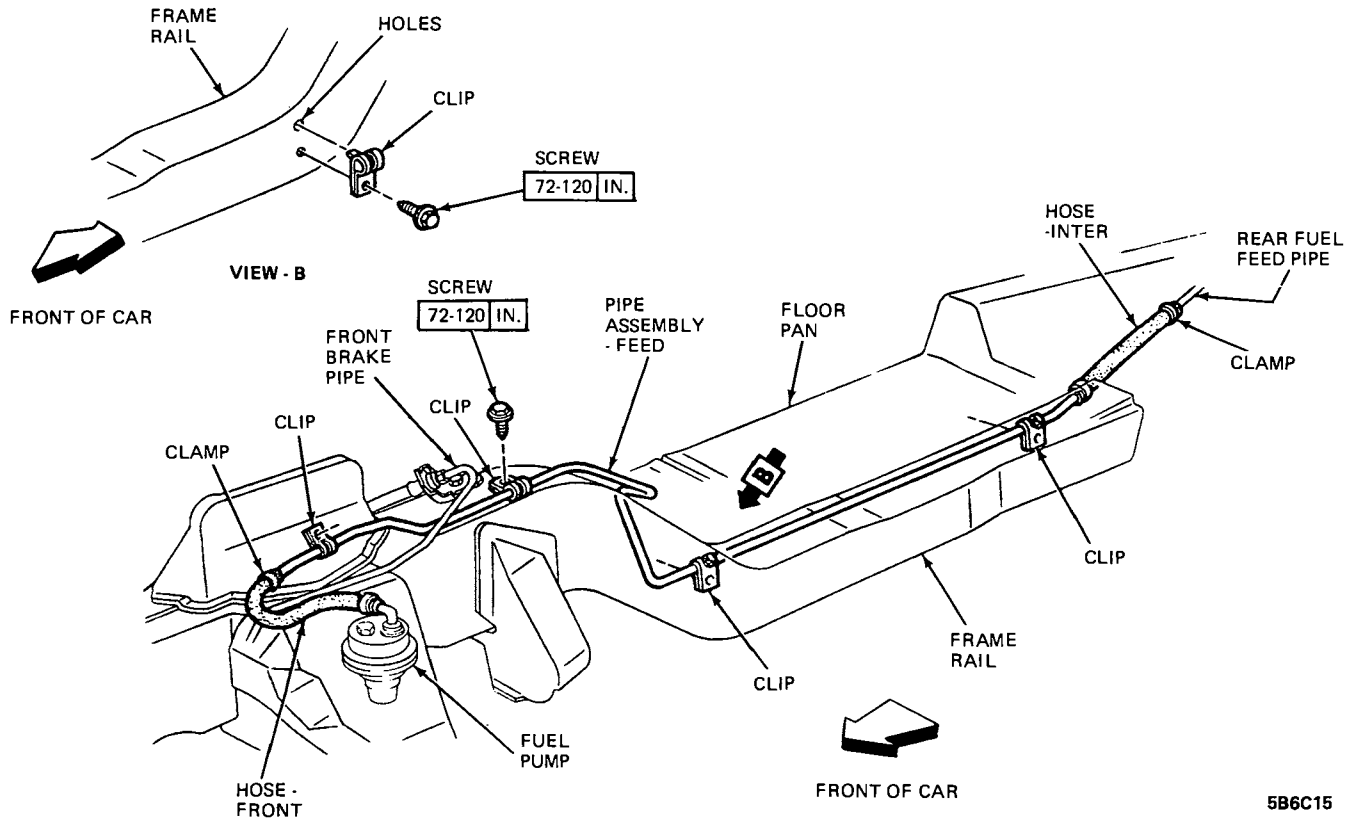
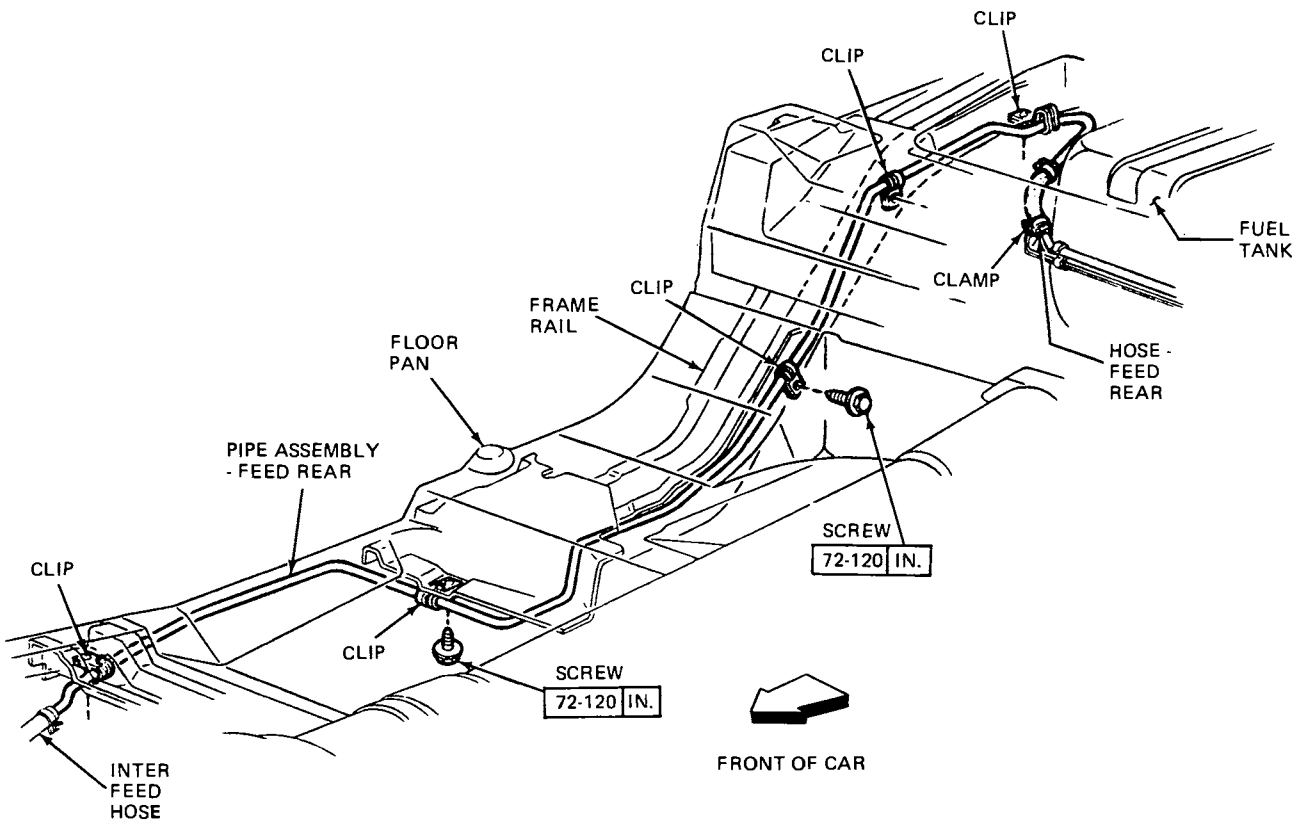


Figure 6C-14 H Series Fuel Vapor Pipe Rear



5B6C15

Figure 6C-15 X Series Fuel Feed Pipe 250 Engine



5B6C16

Figure 6C-16 X Series Fuel Feed Pipe 250 Engine

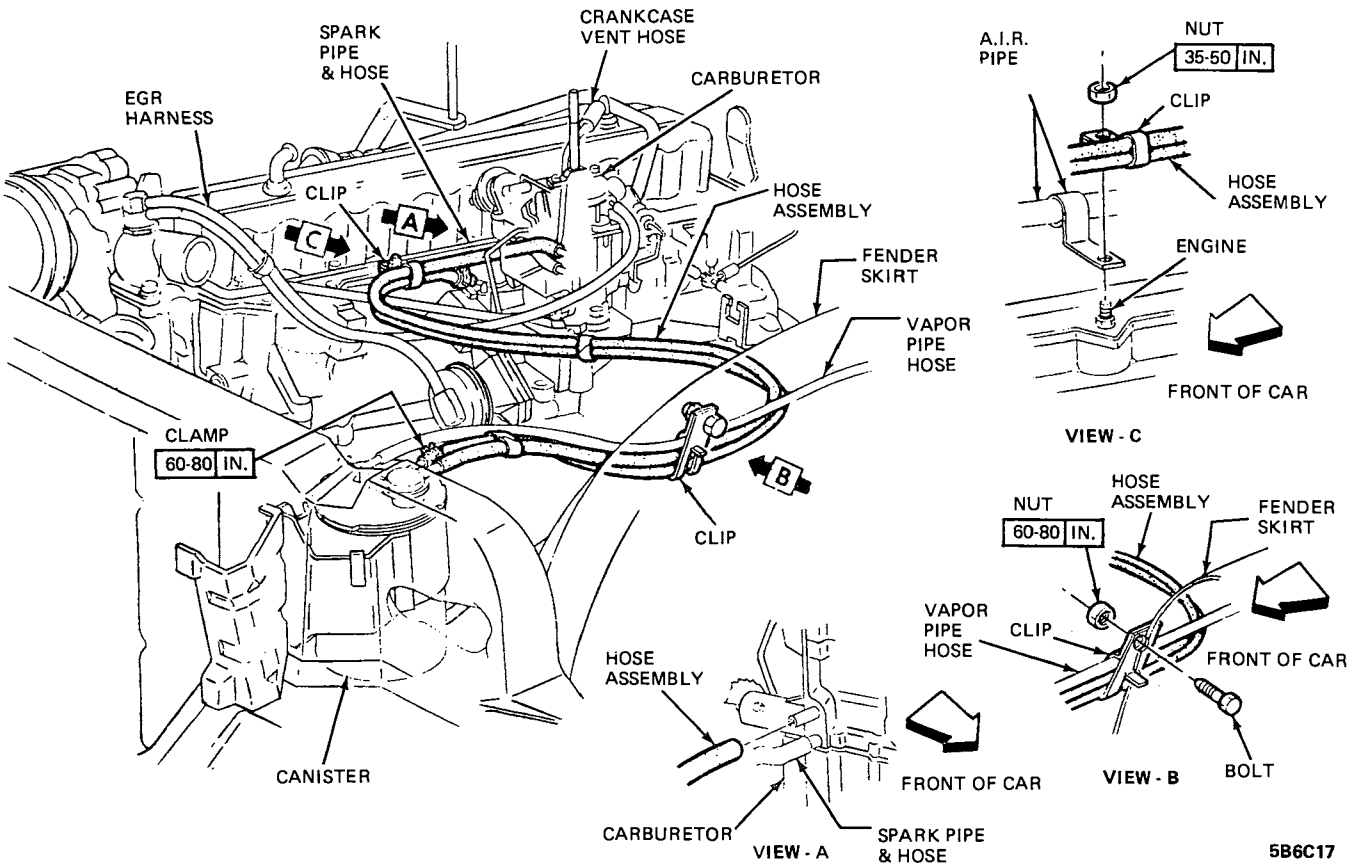


Figure 6C-17 X Series Canister Hose Routing 250 Engine

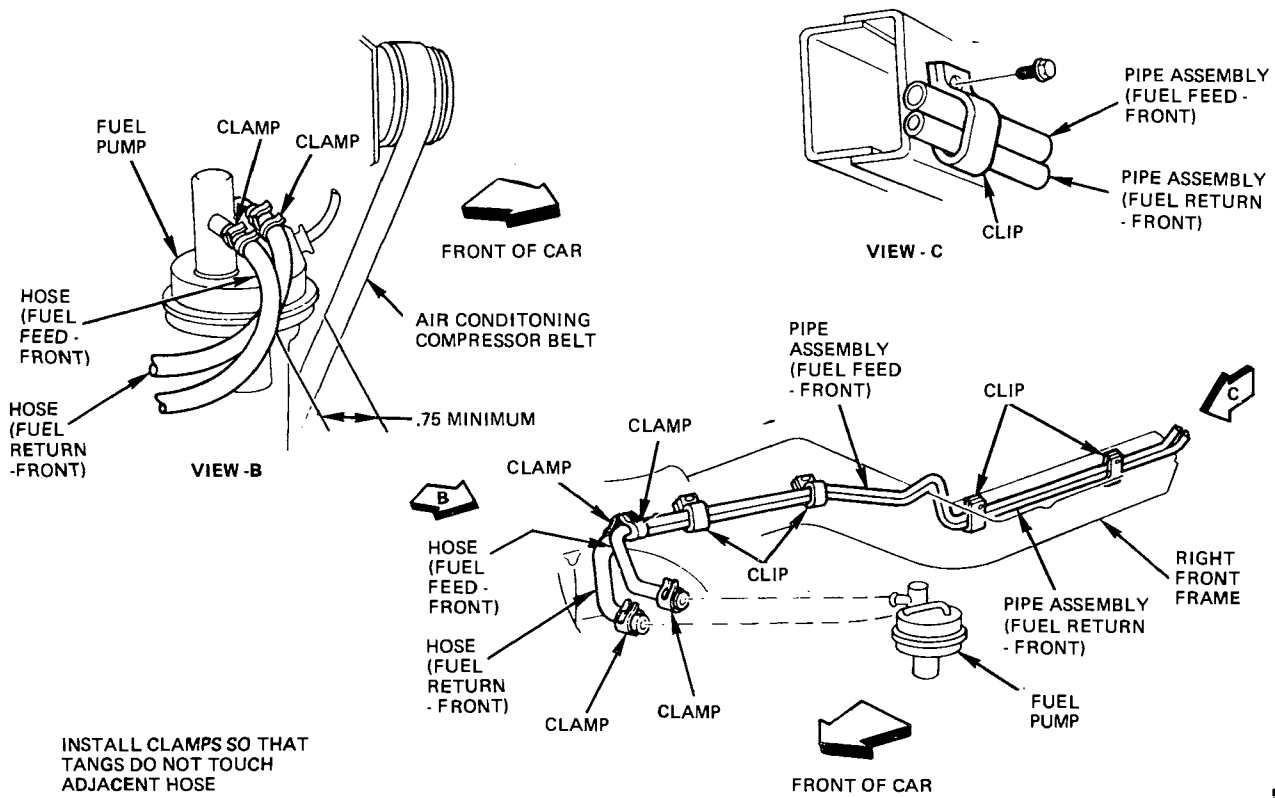
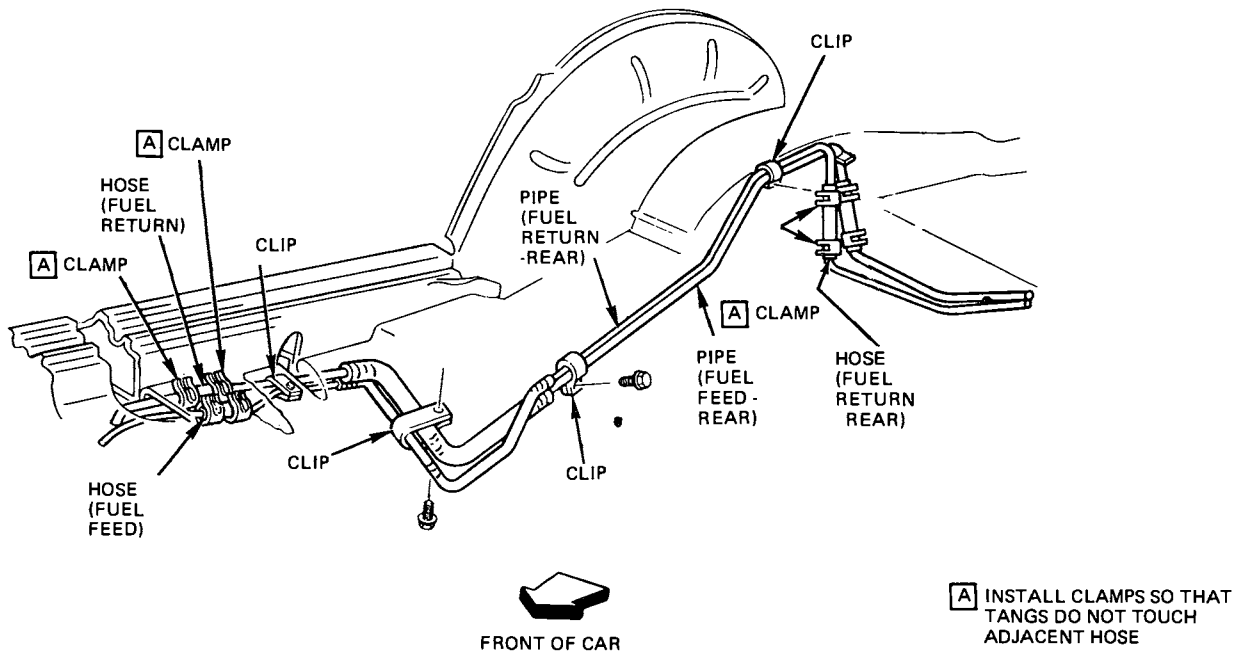


Figure 6C-18 X Series Fuel Feed Pipe 260 Engine



5B6C19

Figure 6C-19 X Series Fuel Feed Pipe 260 Engine

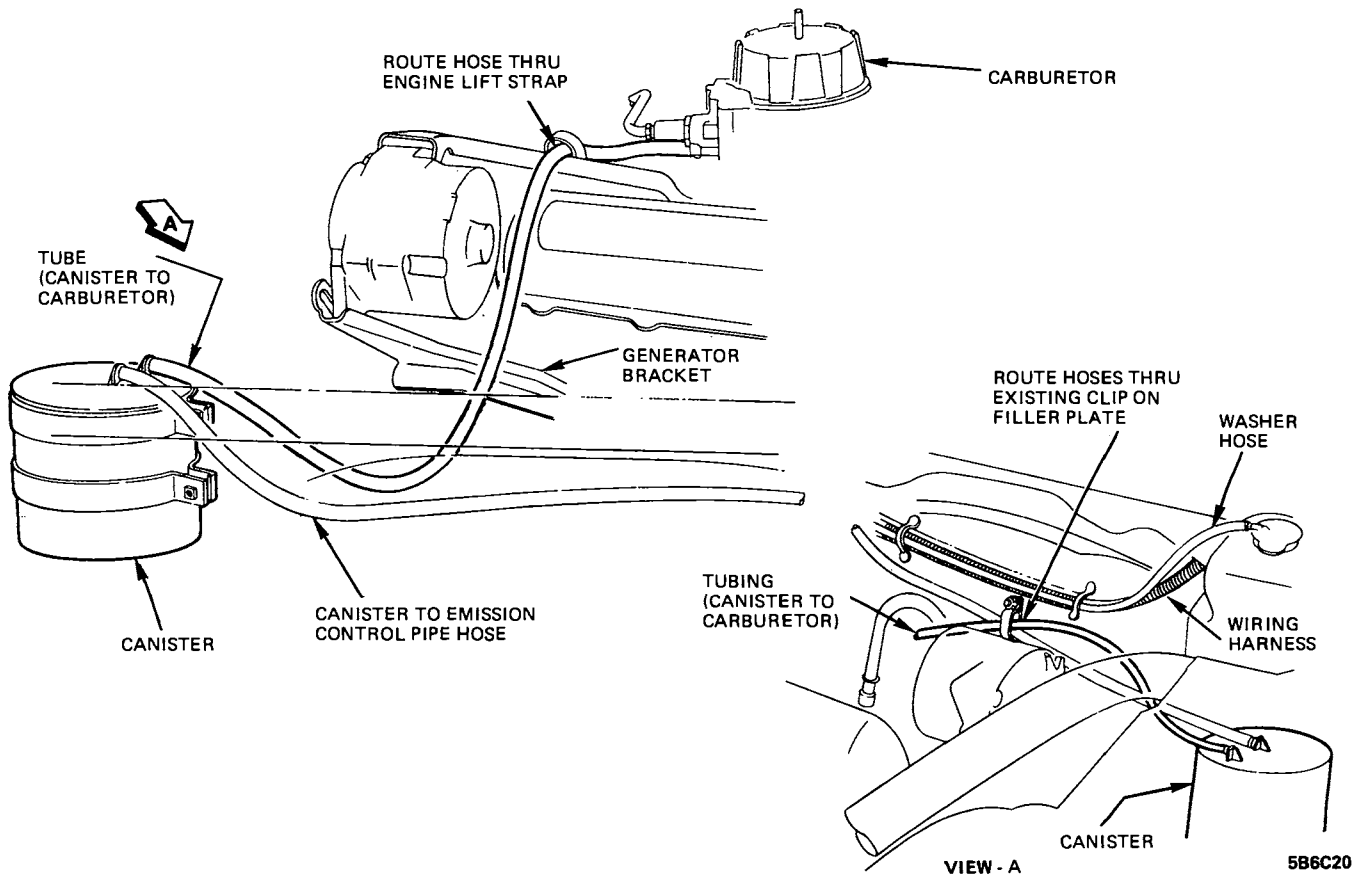


Figure 6C-20 X Series Canister Hose Routing 260 Engine

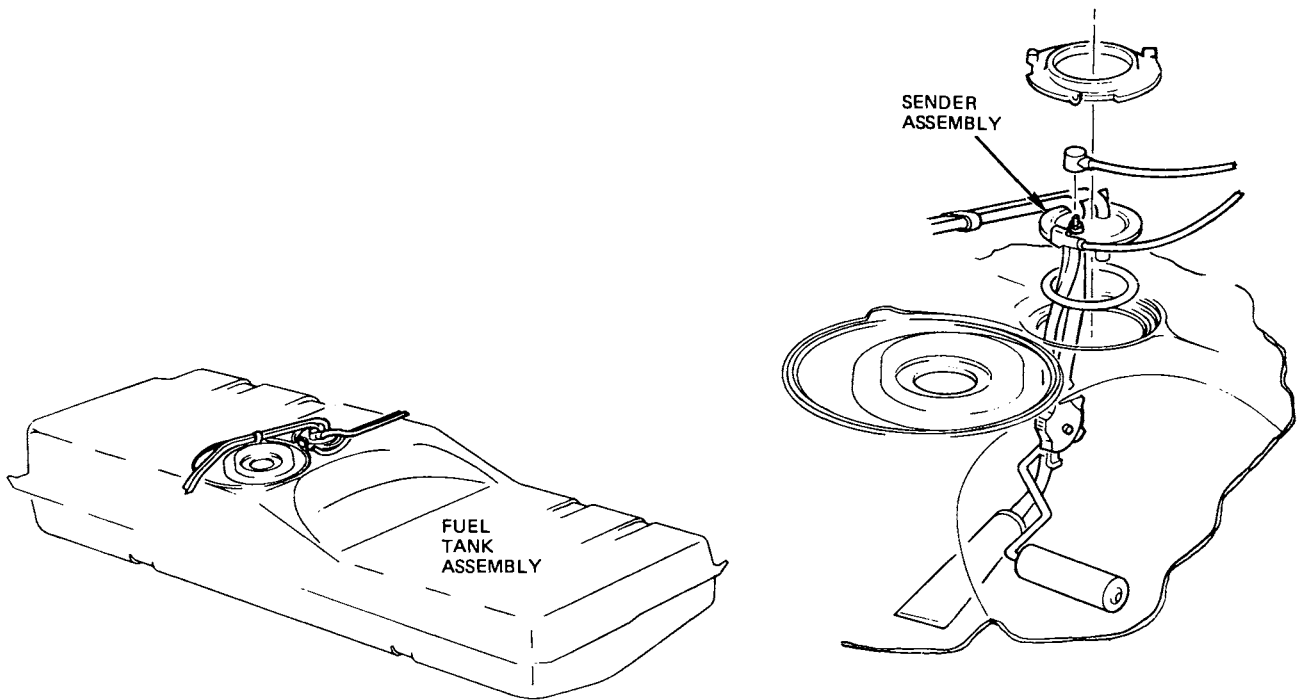
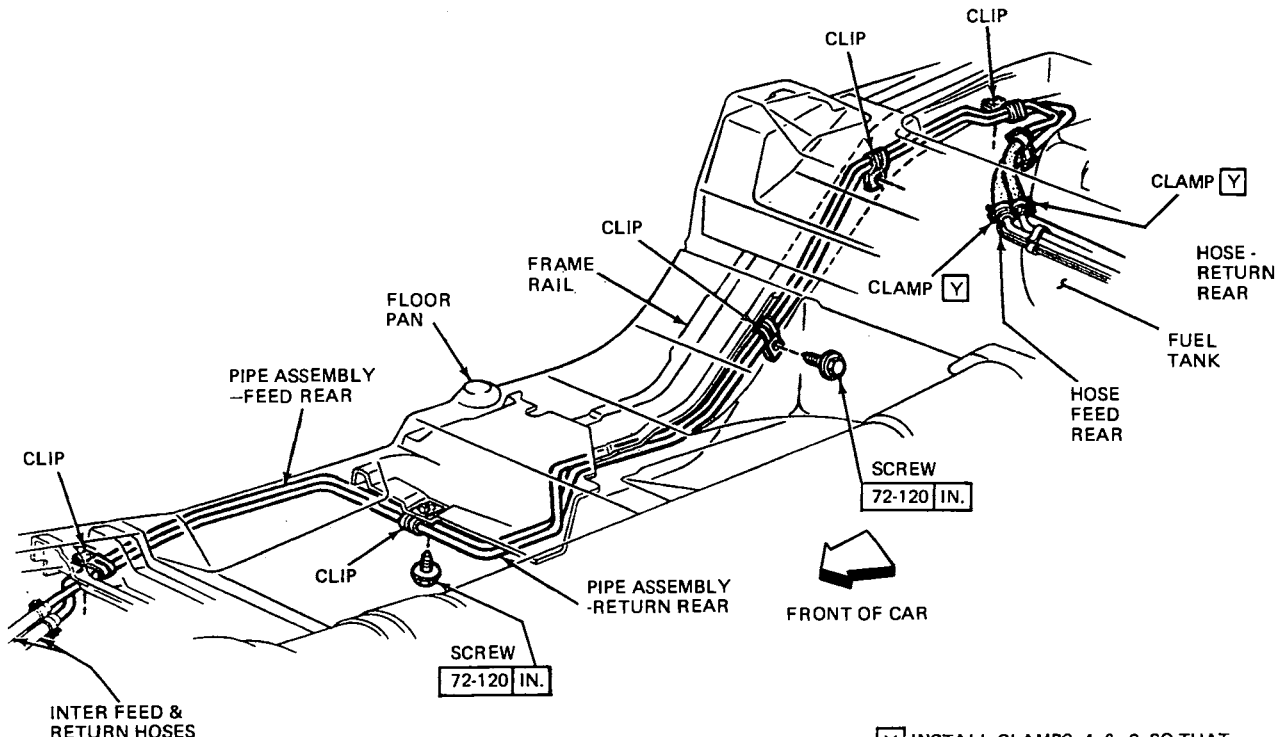


FIGURE 1

5B6C21

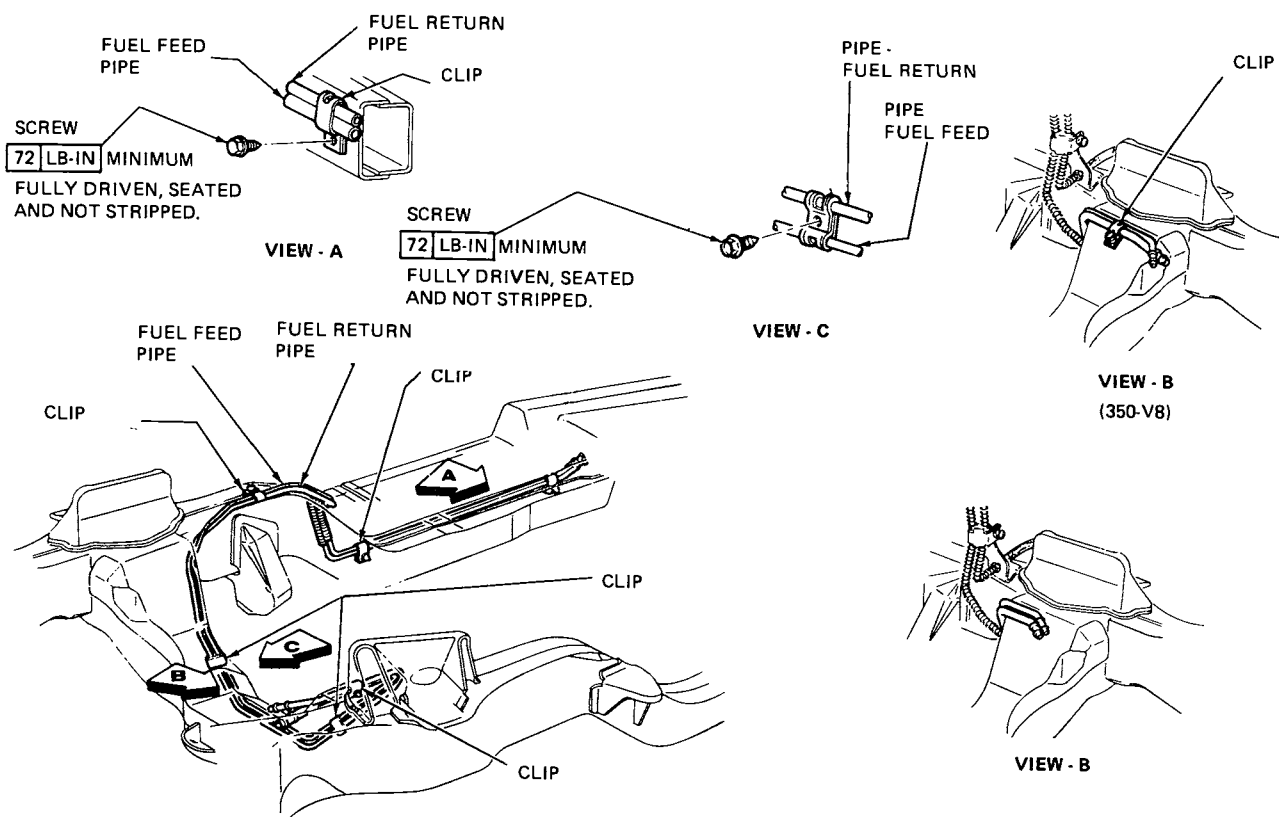
Figure 6C-21 X Series Fuel Tank and Sender Unit 260 Engine



Y INSTALL CLAMPS 4 & 6 SO THAT TANGS DO NOT TOUCH ADJACENT HOSE

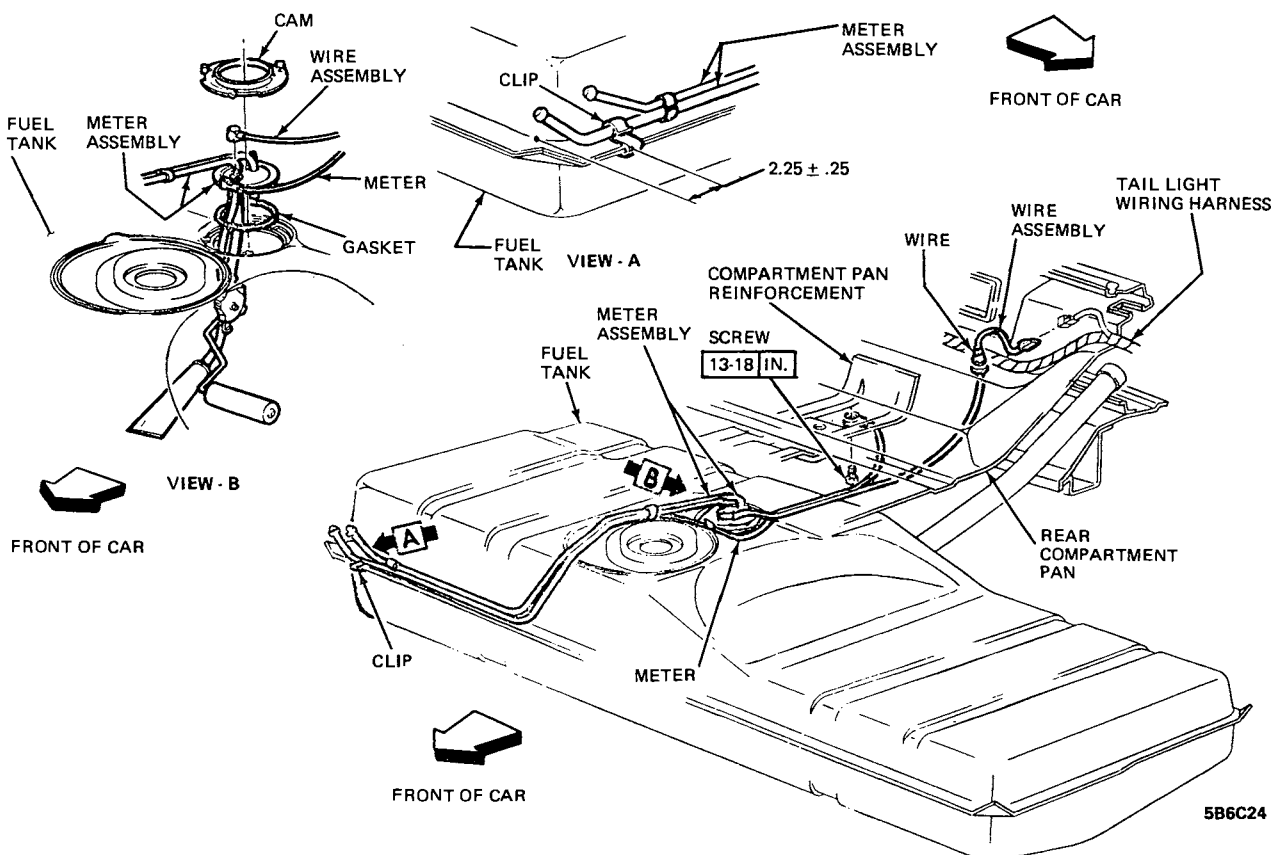
5B6C22

Figure 6C-22 X Series Fuel Feed and Return Rear 231 & 350 Engines



5B6C23

Figure 6C-23 X Series Fuel Feed and Return Front 231 & 350 Engines



5B6C24

Figure 6C-24 X Series Fuel Tank and Sender Unit 231 & 350 Engines

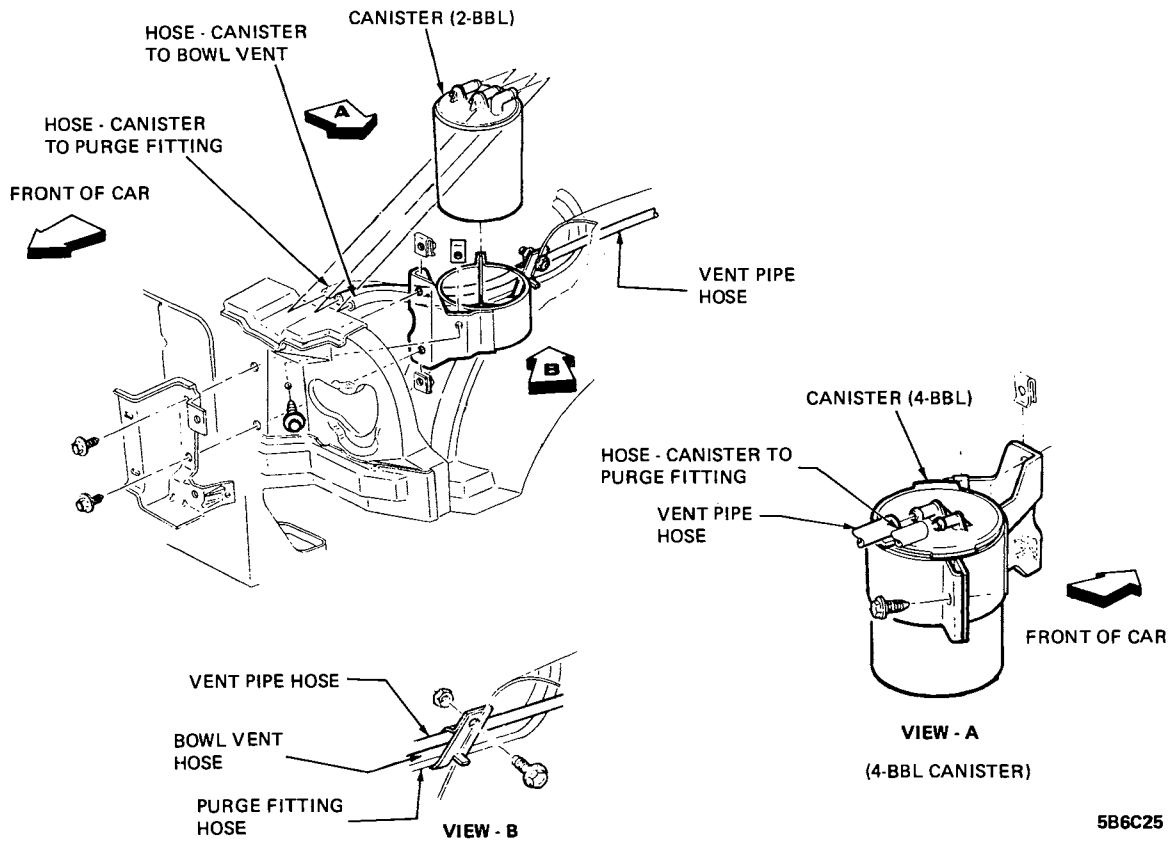


Figure 6C-25 X Series Canister Front Vapor Hose Routing 350 Engine

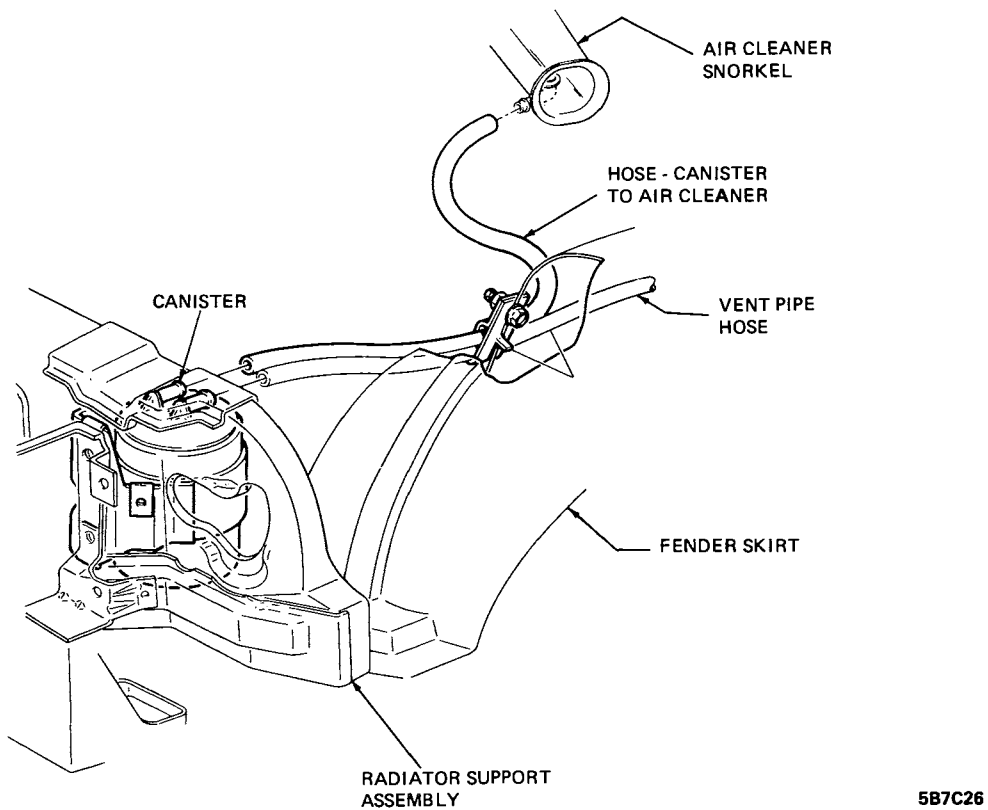
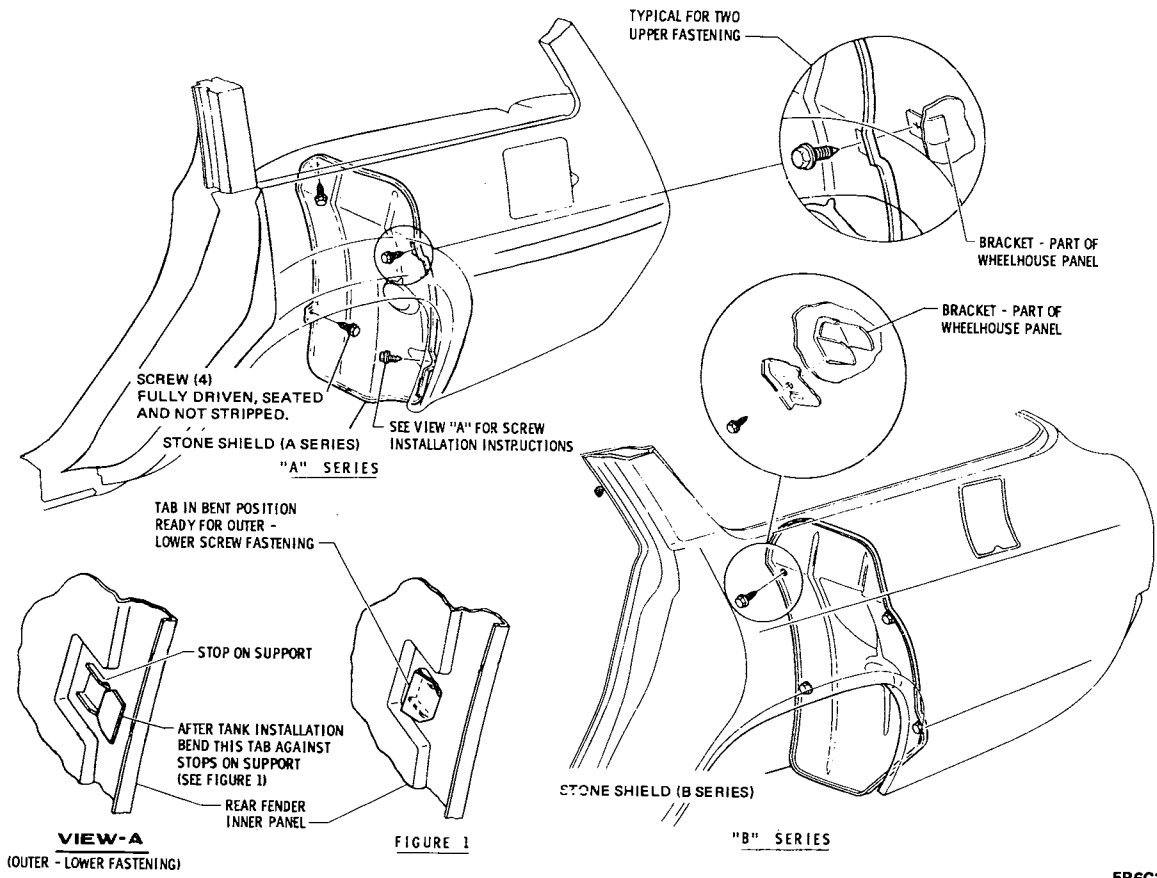
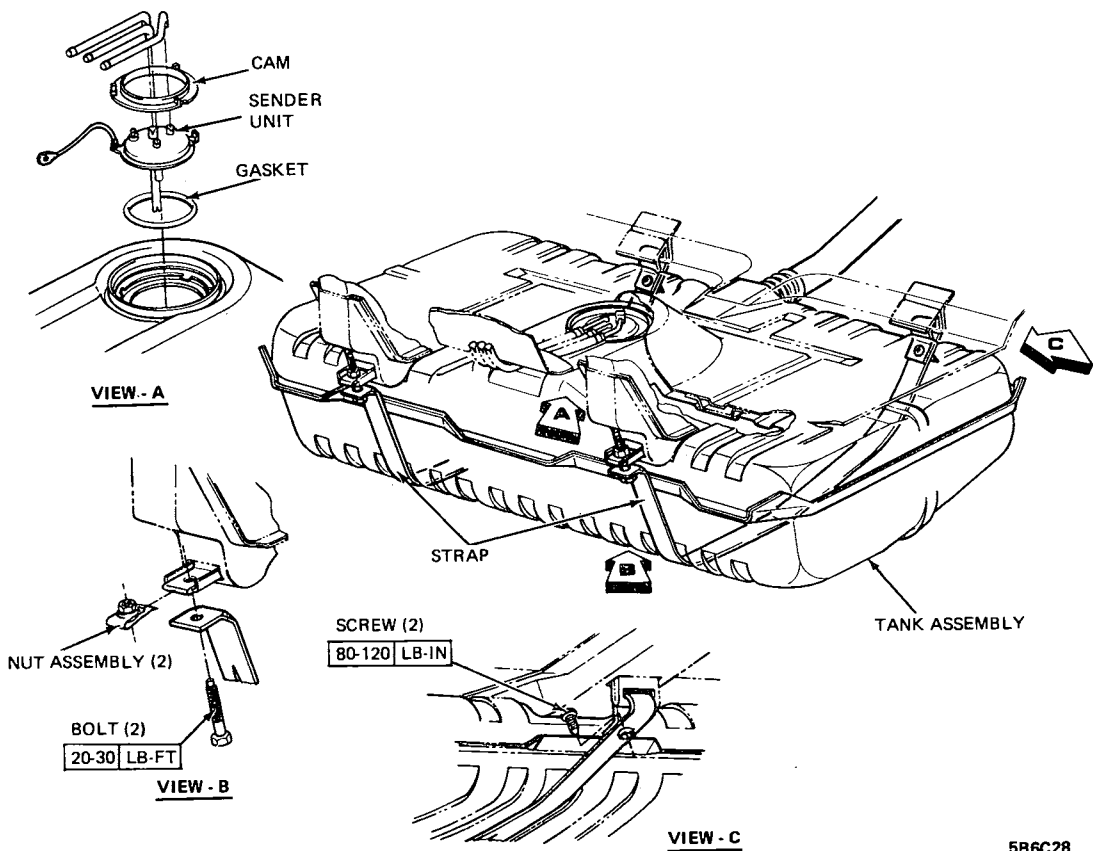


Figure 6C-26 X Series Canister & Front Vapor Hose Routing 231 Engine



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Figure 6C-27 A & B Series Fuel Tank Shield Wagons Only



5B6C28

Figure 6C-28 A Series Fuel Tank Mounting and Sender Unit Sedans & Coupes

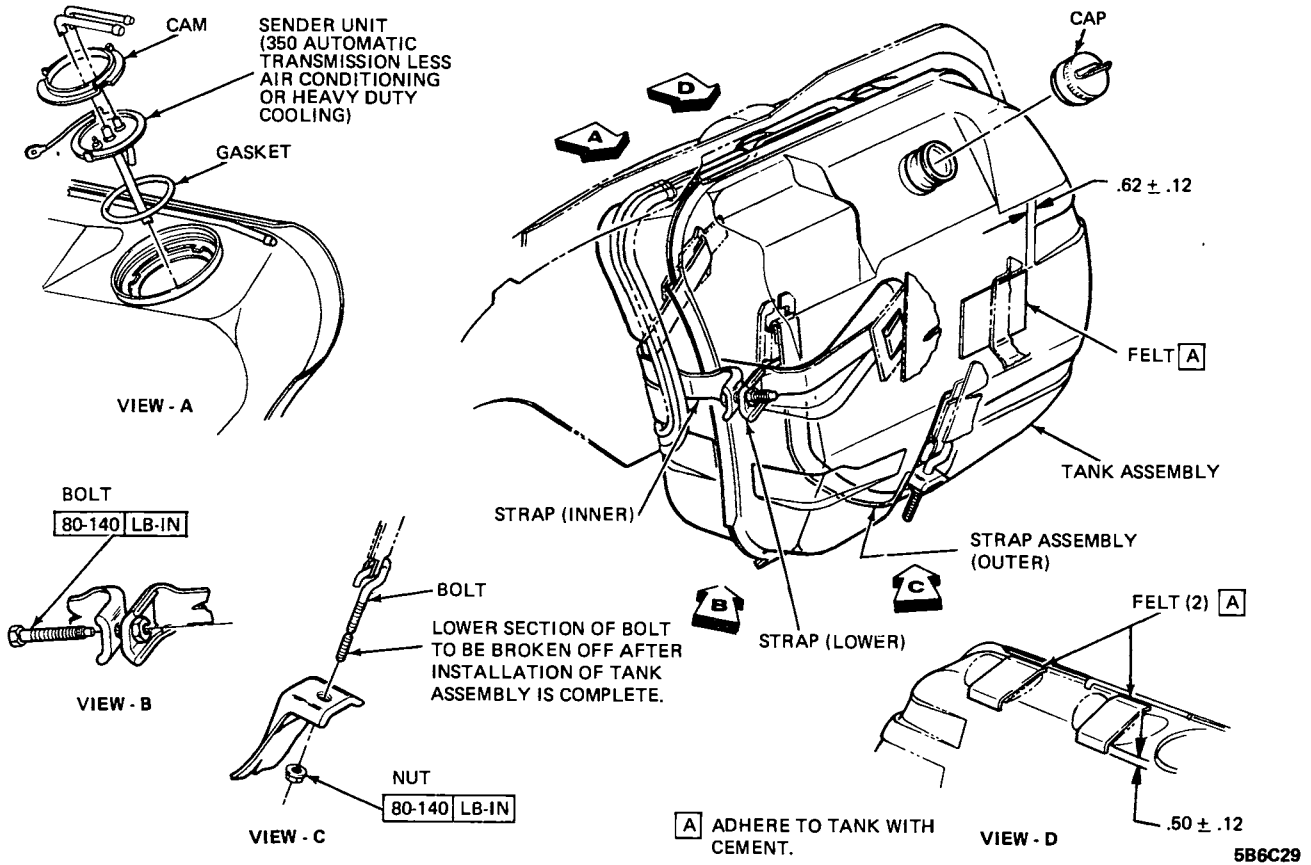


Figure 6C-29 A Series Fuel Tank Mounting and Sender Unit Wagon

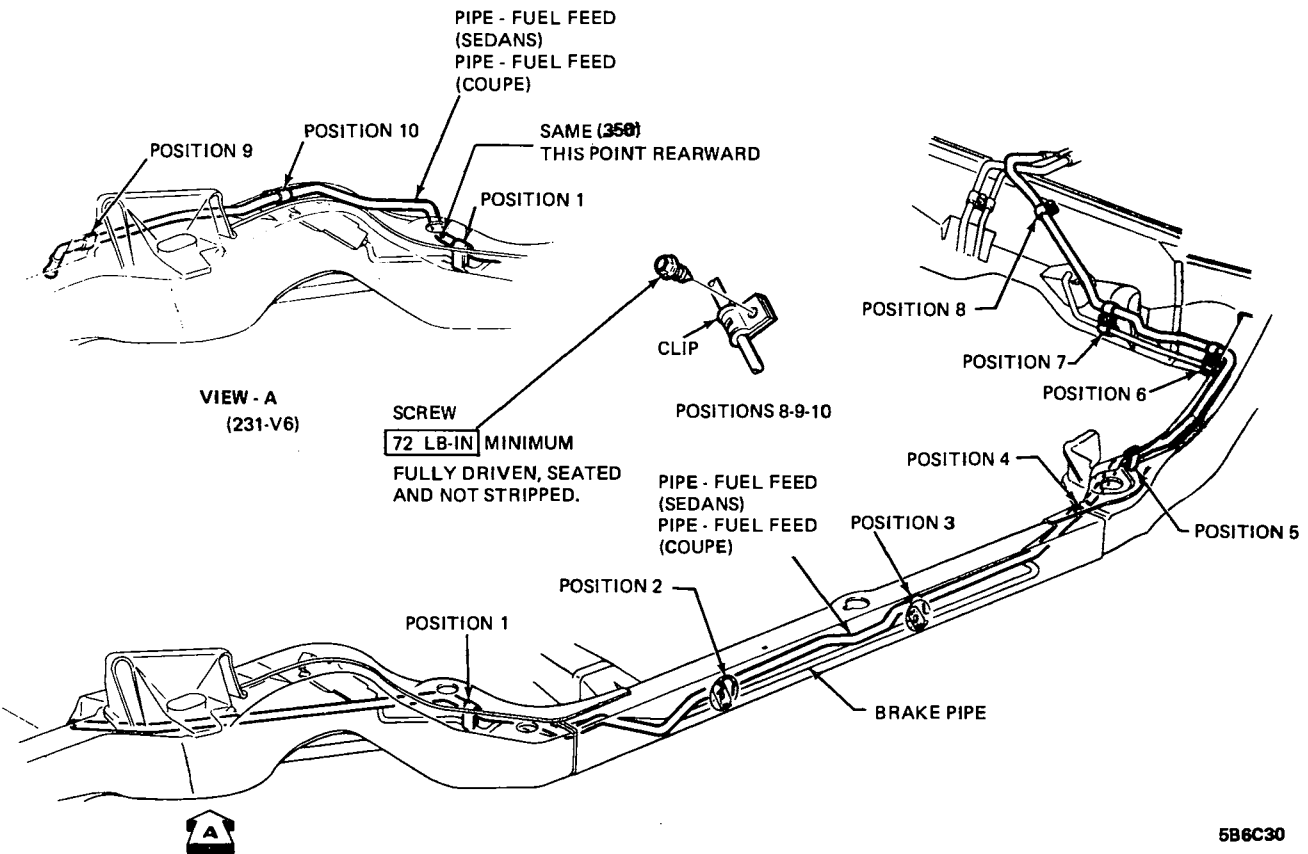


Figure 6C-30 A Series Fuel Feed Routing 231 & 350 Engine Sedans & Coupes

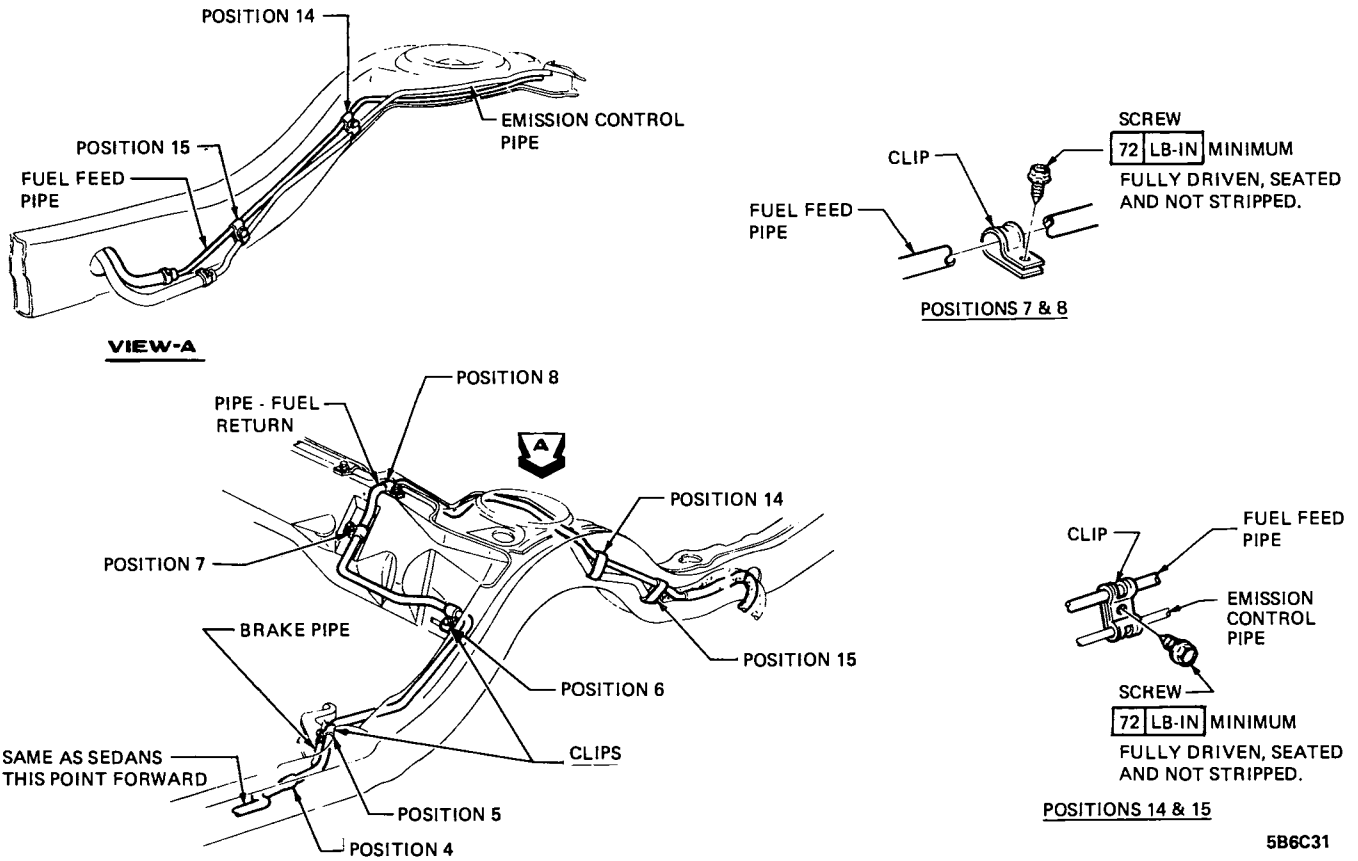


Figure 6C-31 A Series Fuel Feed Routing Wagon

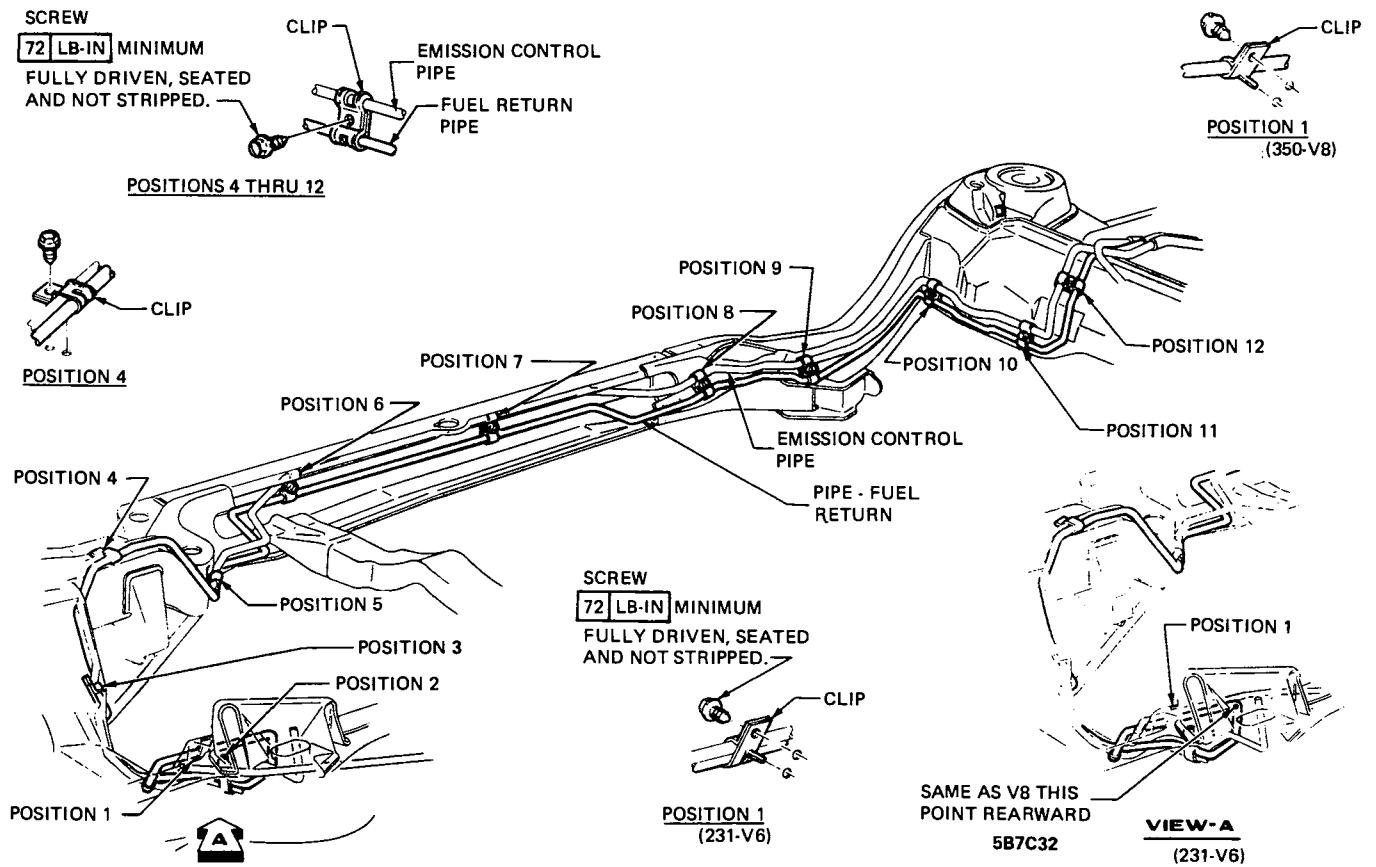


Figure 6C-32 A Series Fuel Return Routing 231 & 350 Engine Sedans & Coupes

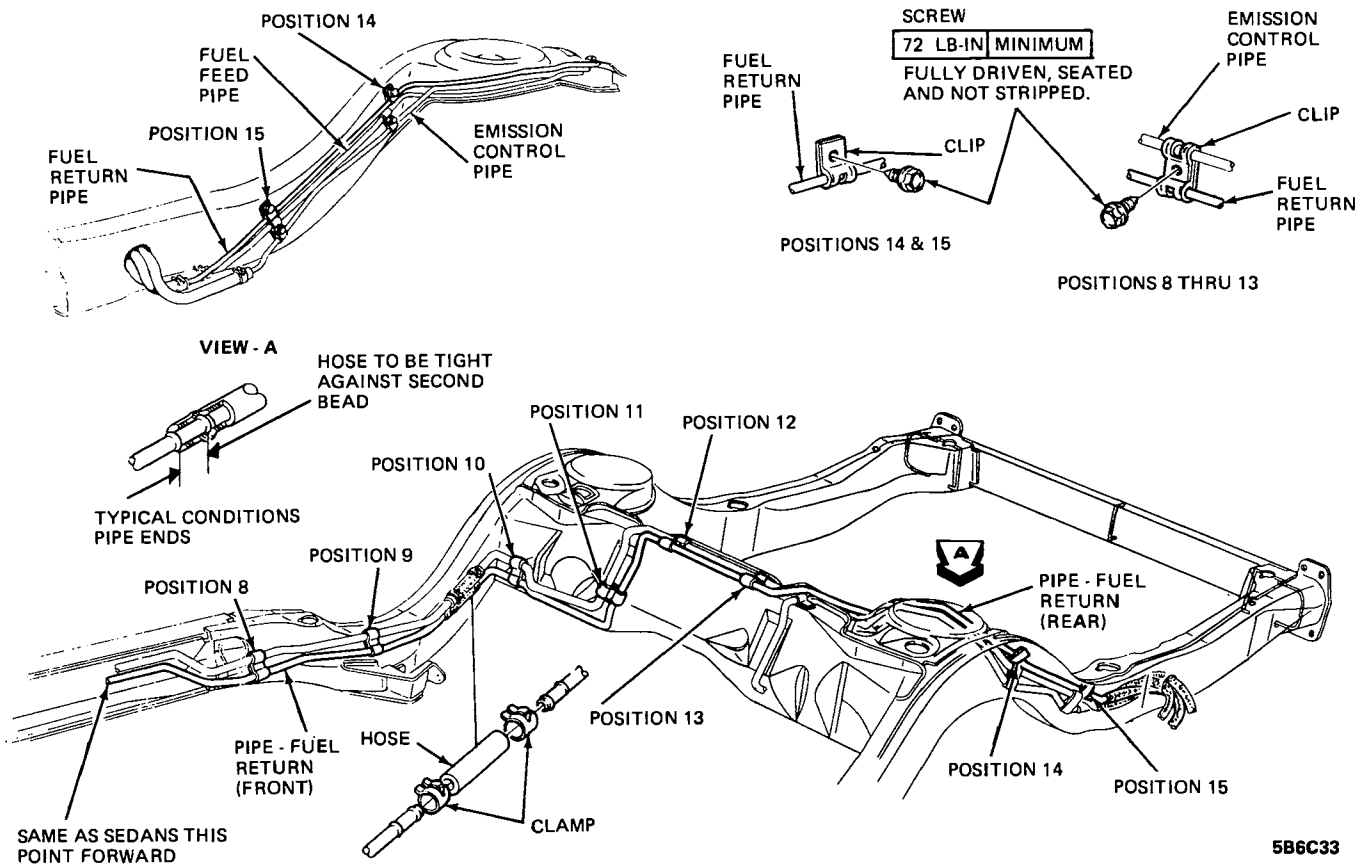


Figure 6C-33 A Series Fuel Return Routing Wagon

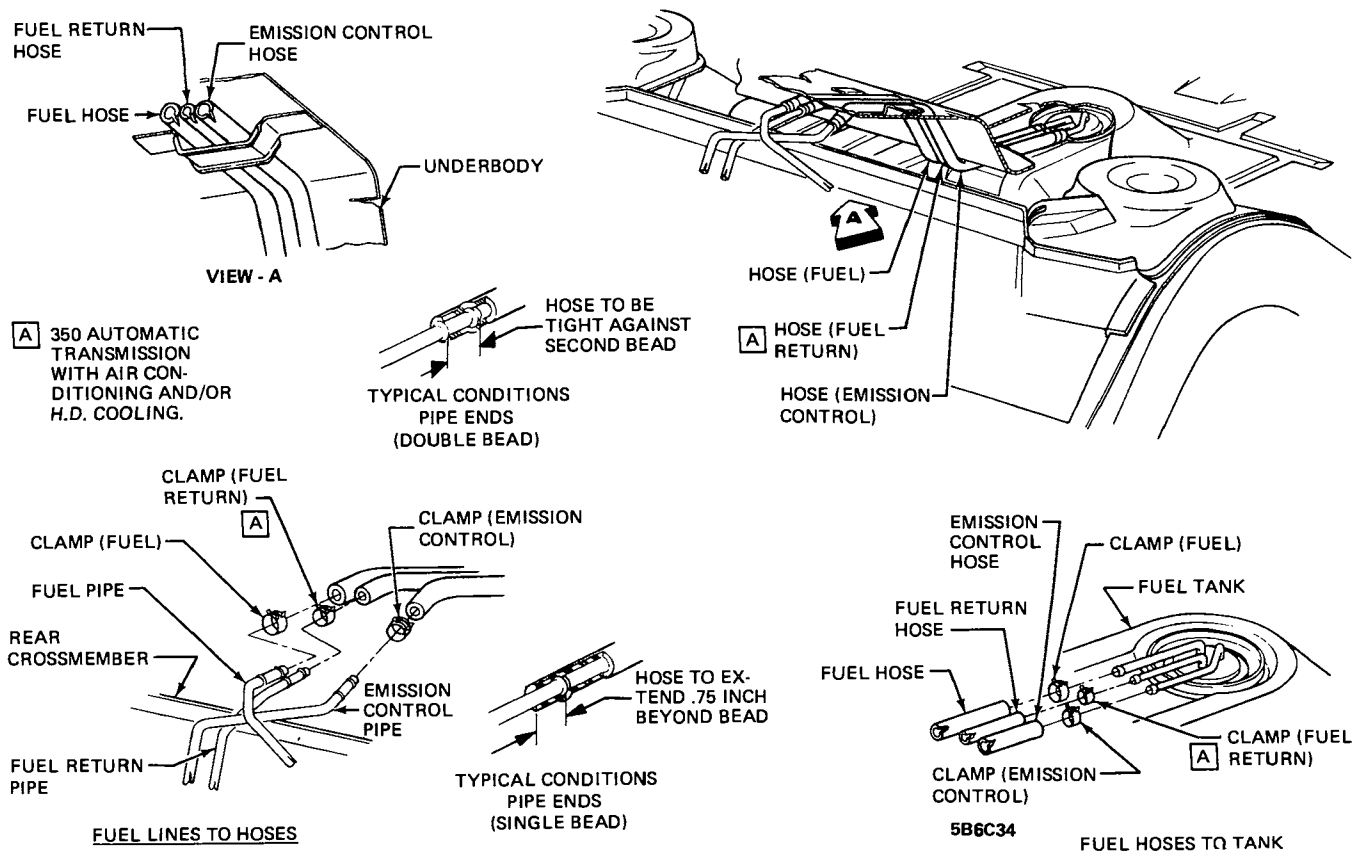


Figure 6C-34 A Series Fuel Tank Hose Routing Sedans & Coupes

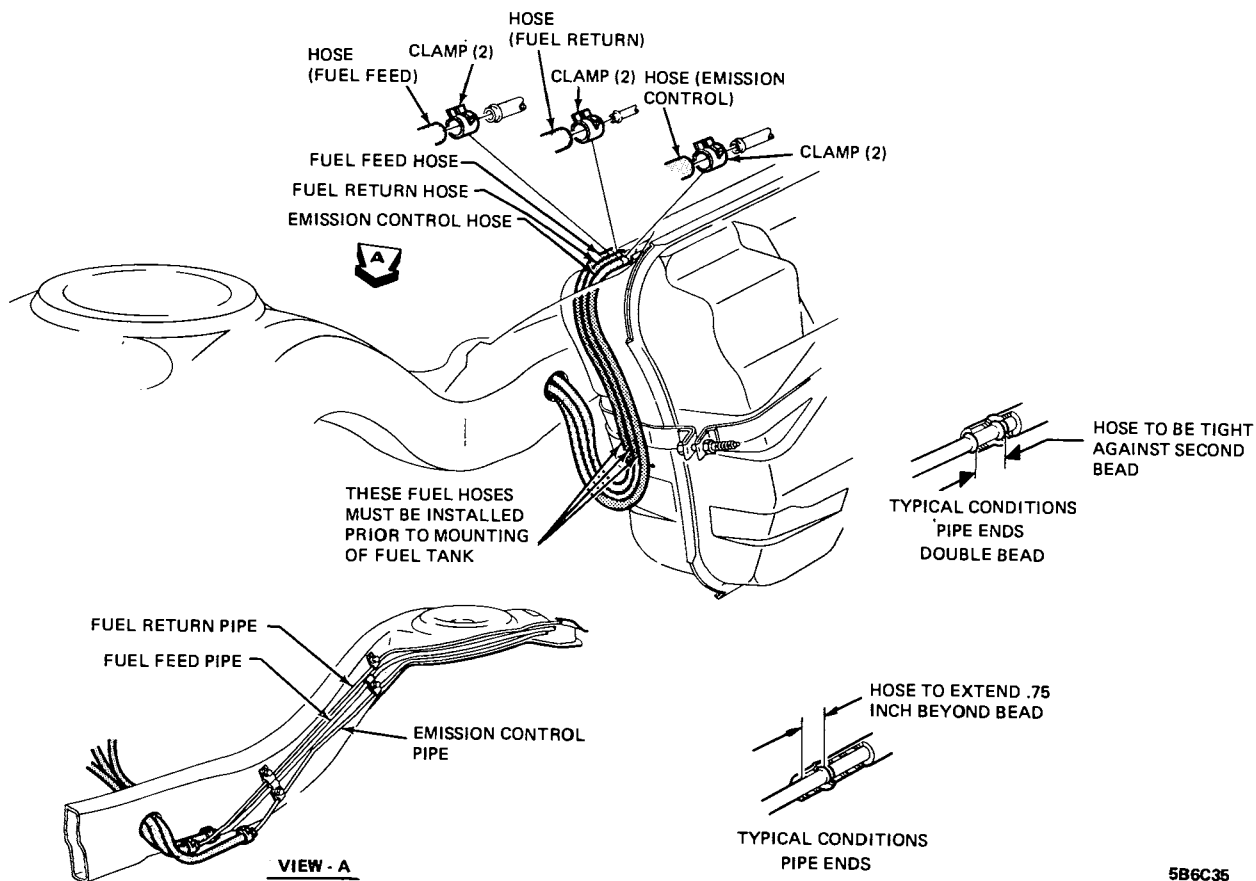


Figure 6C-35 A Series Fuel Tank Hose Routing Wagon

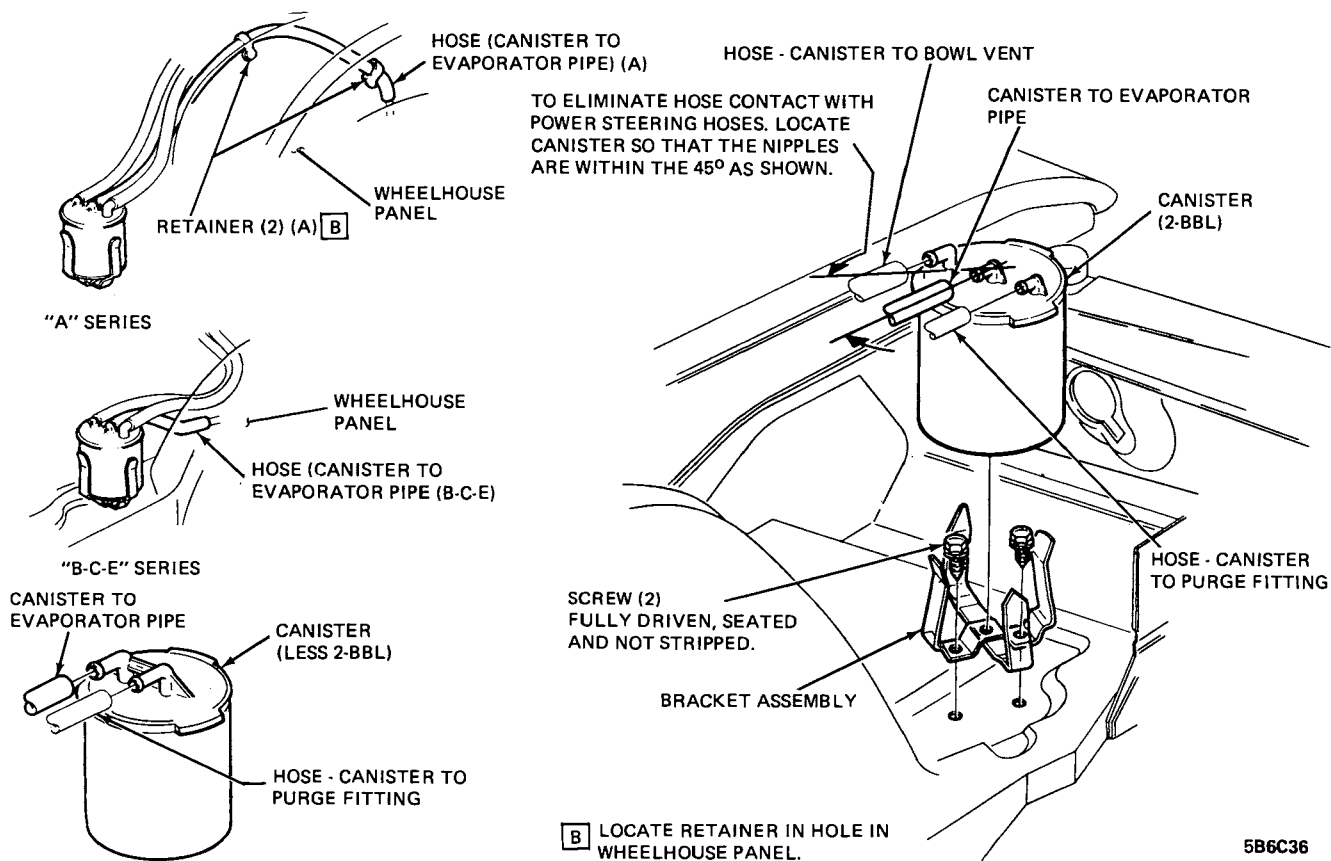


Figure 6C-36 A-B-C-E Series Canister Mounting and Engine Hose Routing 350 & 455 Engines

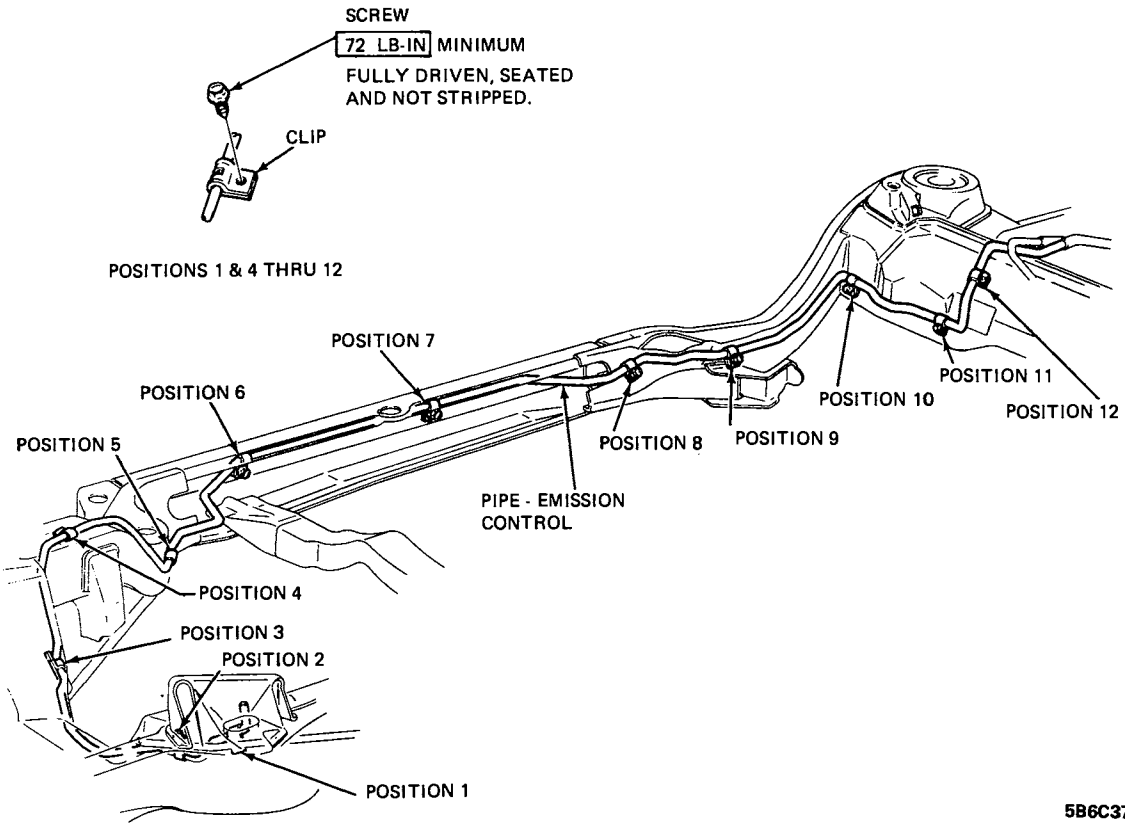


Figure 6C-37 A Series Evaporation Control System Routing 231 & 350 Engine Sedans & Coupes

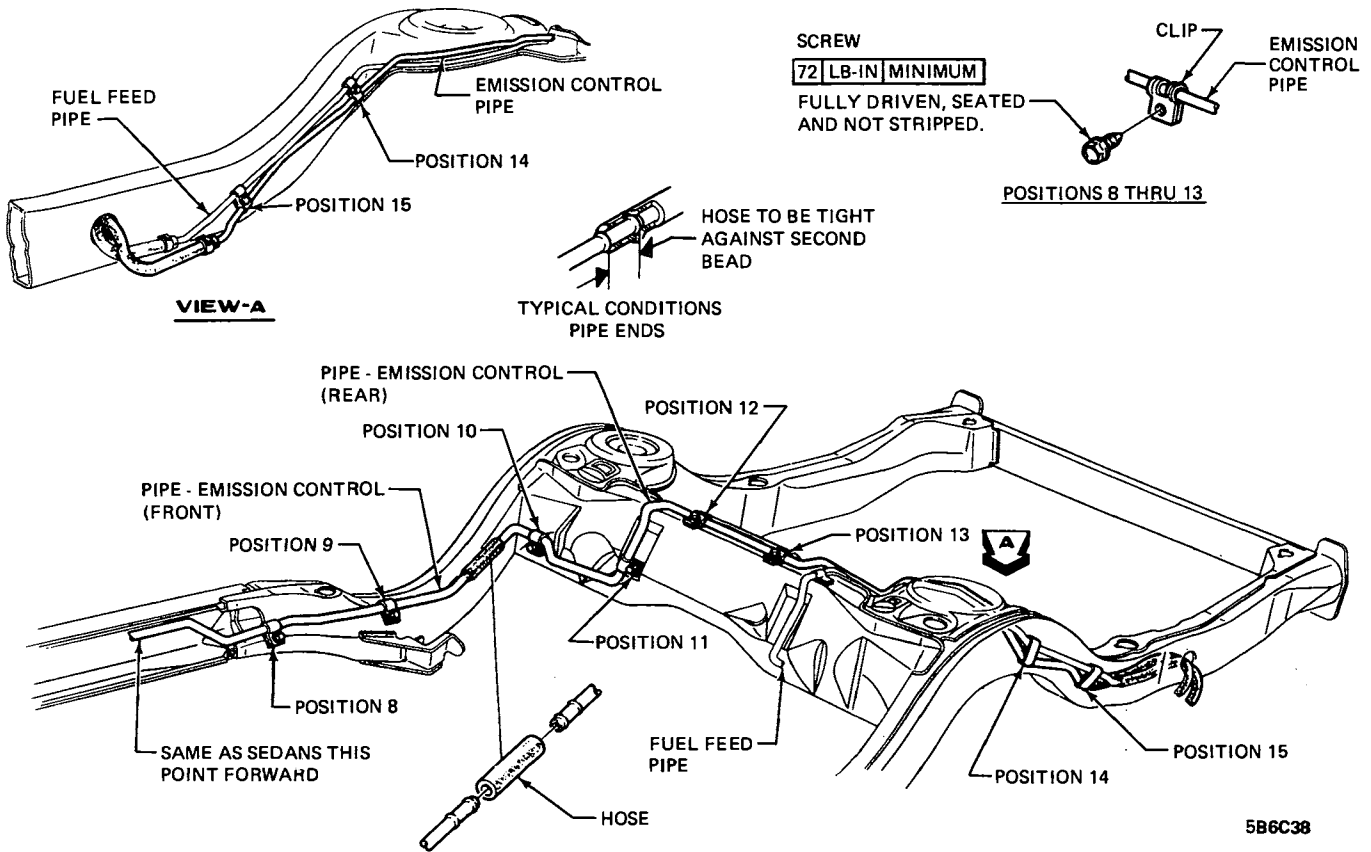
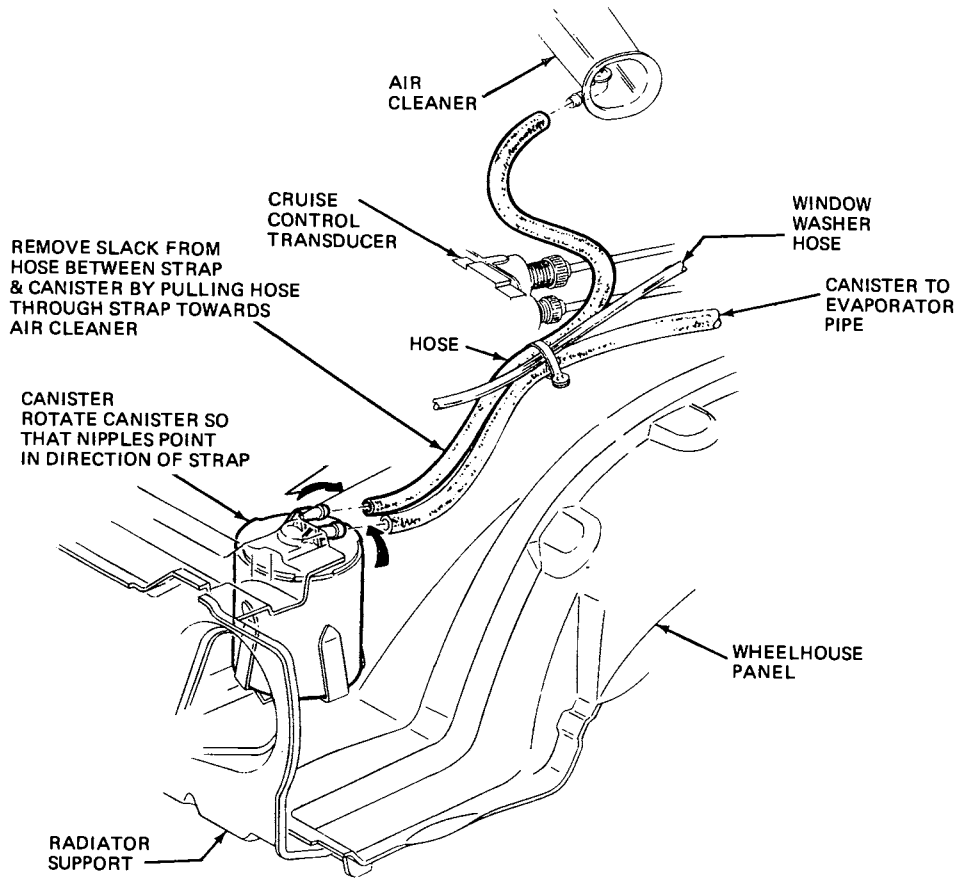
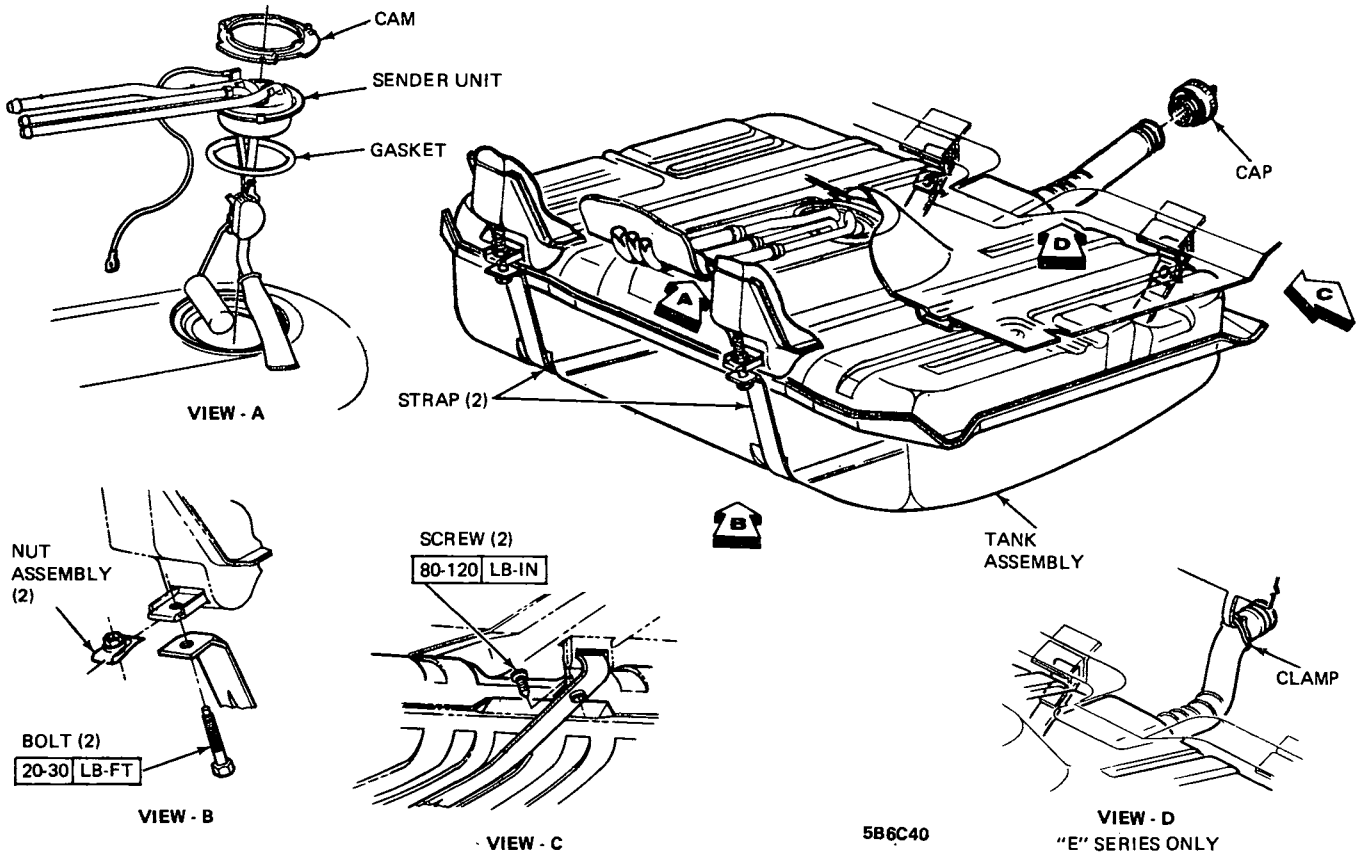


Figure 6C-38 A Series Evaporation Control System Routing Wagon



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Figure 6C-39 A Series Canister Hose Routing 231 Engine



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VIEW - D
"E" SERIES ONLY

Figure 6C-40 B-C-E Series Fuel Tank Mounting and Sender Unit Sedans & Coupes

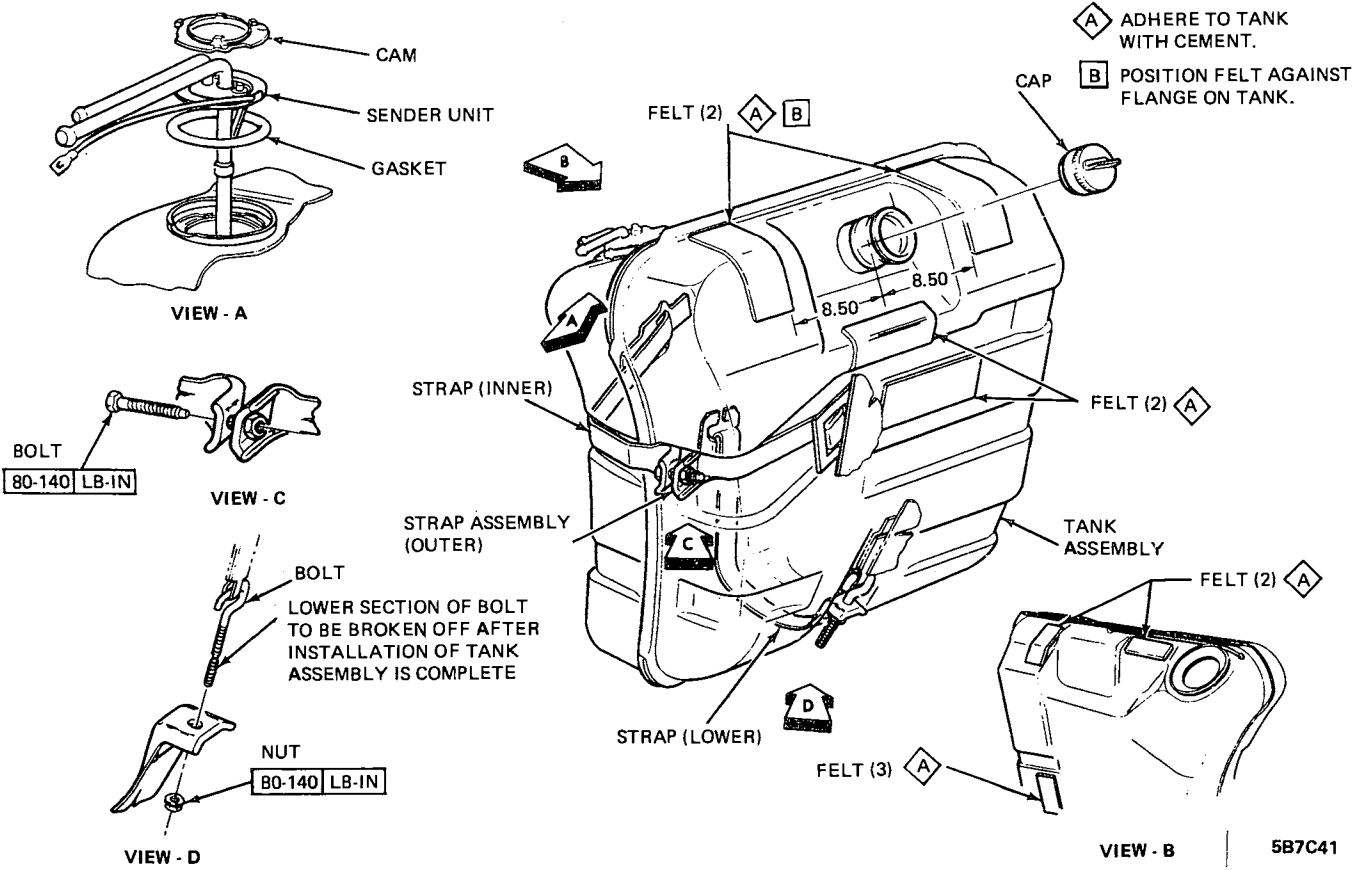


Figure 6C-41 B Series Fuel Tank Mounting and Sender Unit Wagon

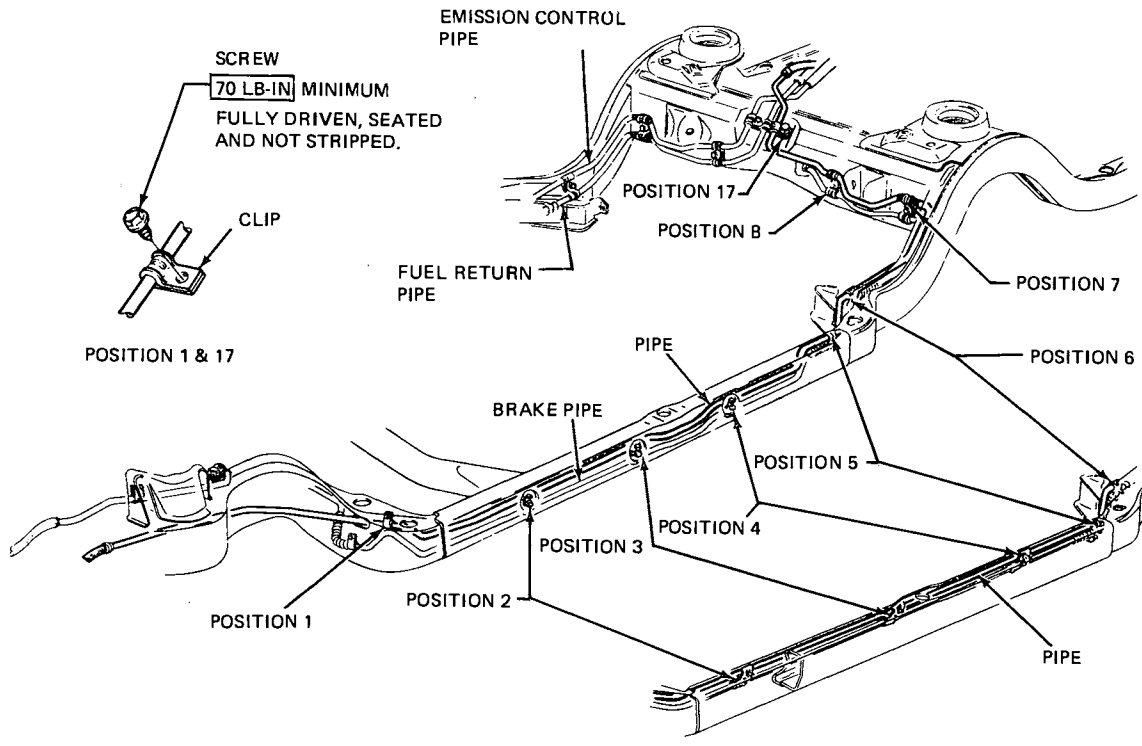


Figure 6C-42 B-C-E Series Fuel Feed Routing Sedans & Coupes

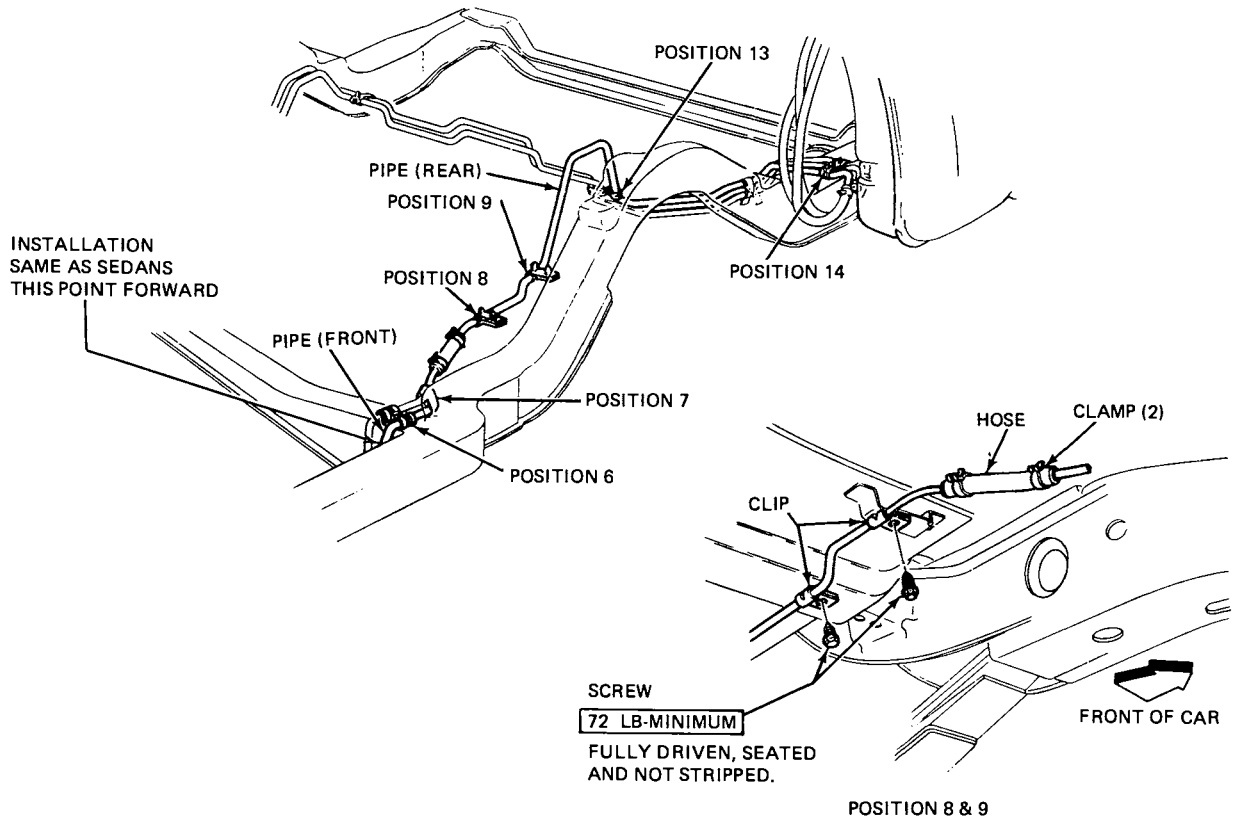


Figure 6C-43 B Series Fuel Pipe Routing Wagon

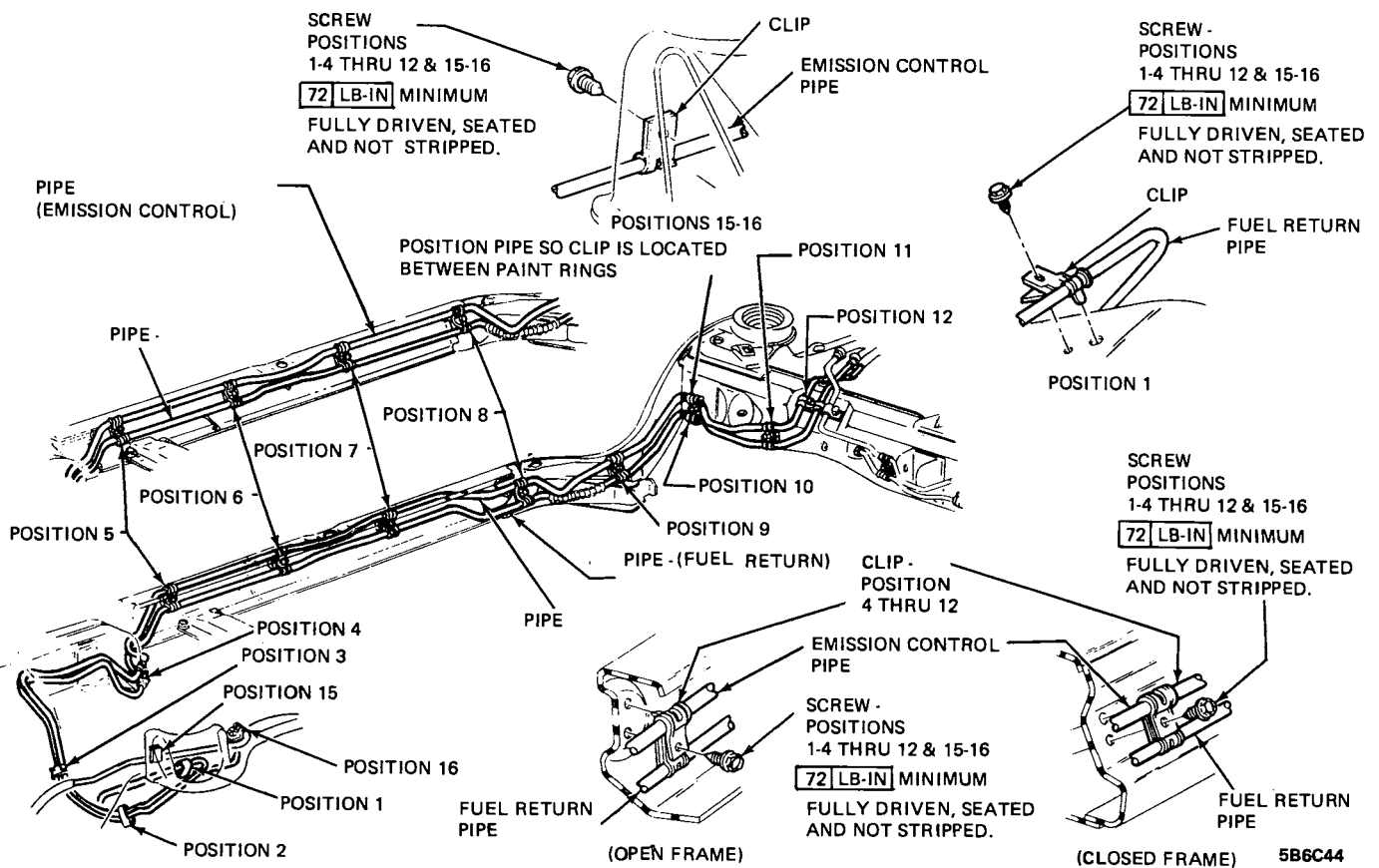
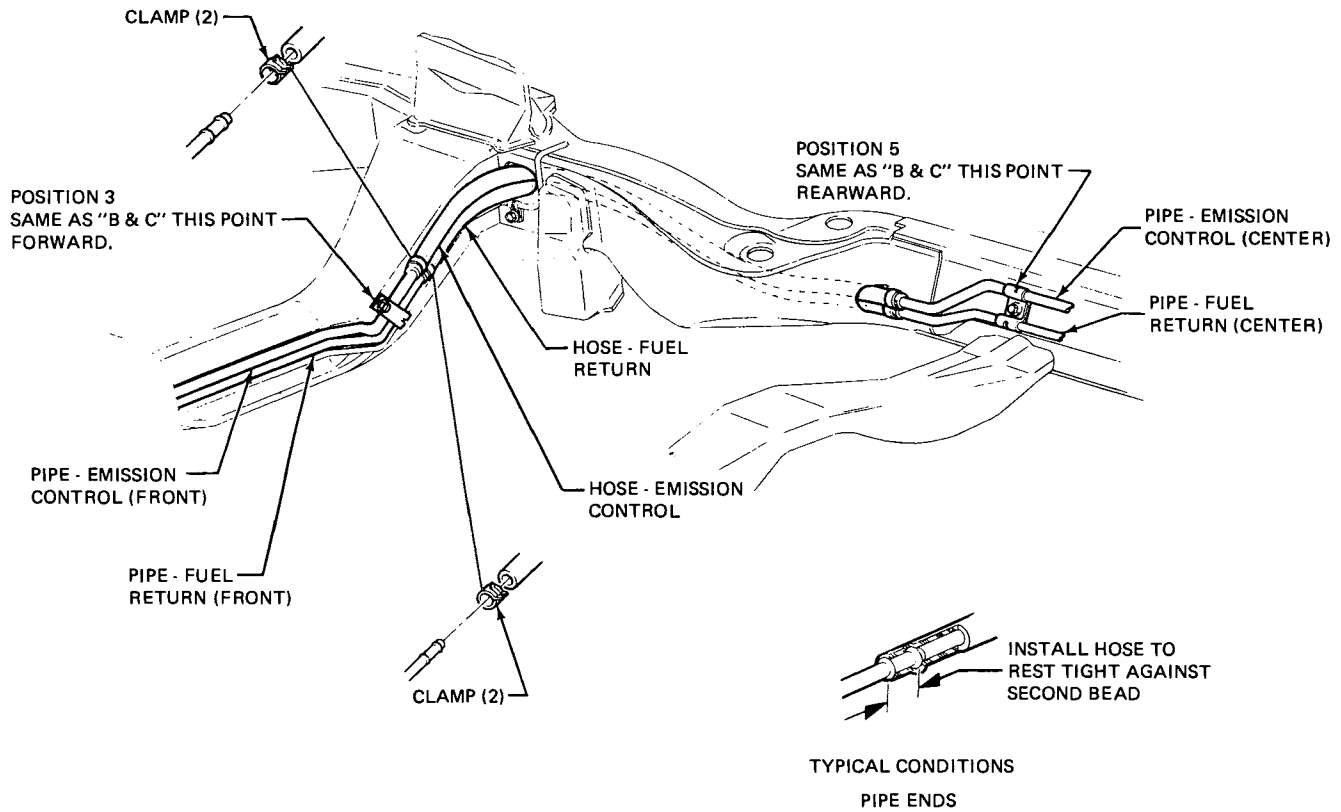
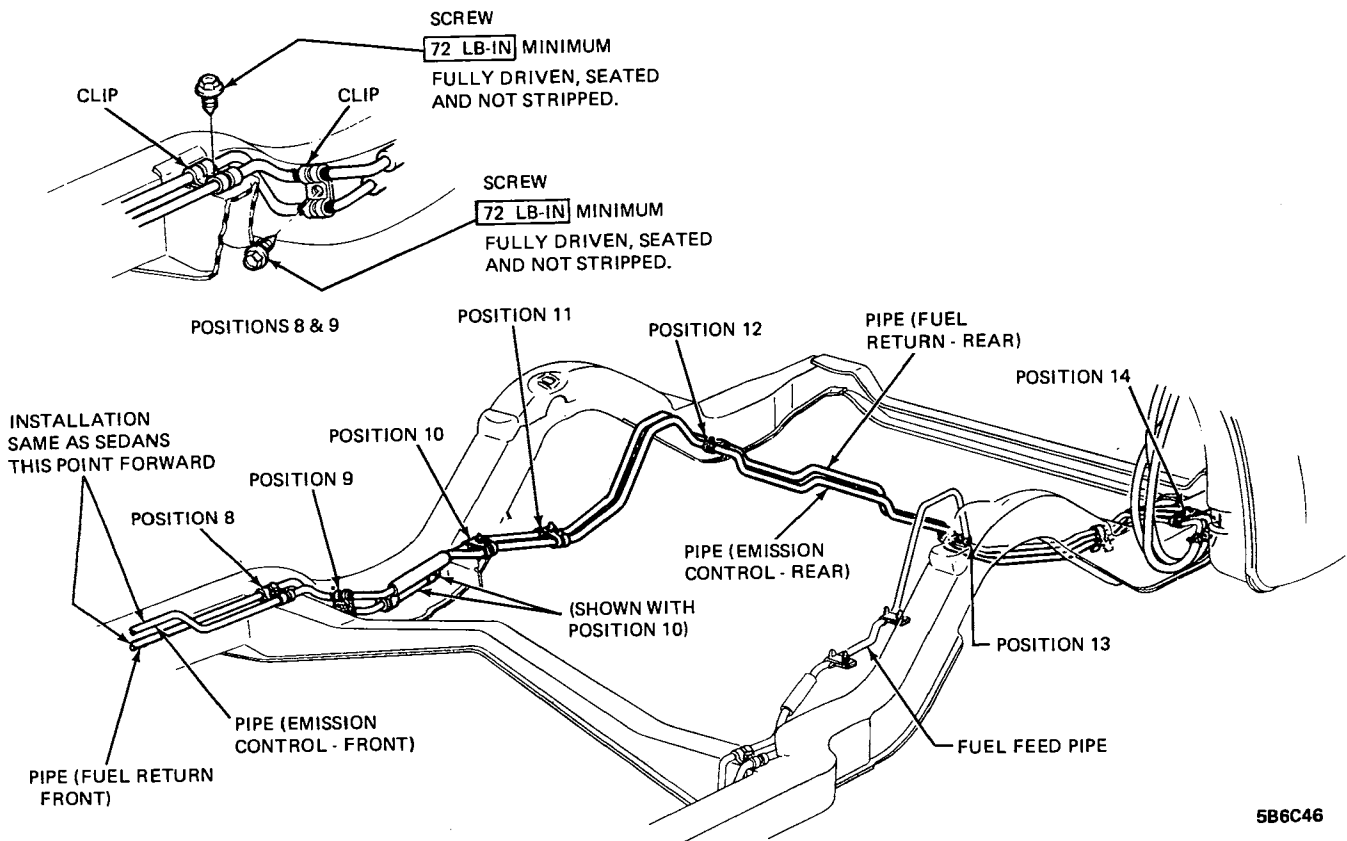


Figure 6C-44 B-C Series Fuel Return and Emission Control Routing Sedans & Coupes



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Figure 6C-45 E Series Fuel Return and Emission Control Routing



5B6C46

Figure 6C-46 B Series Fuel Return and Emission Control Routing Wagon

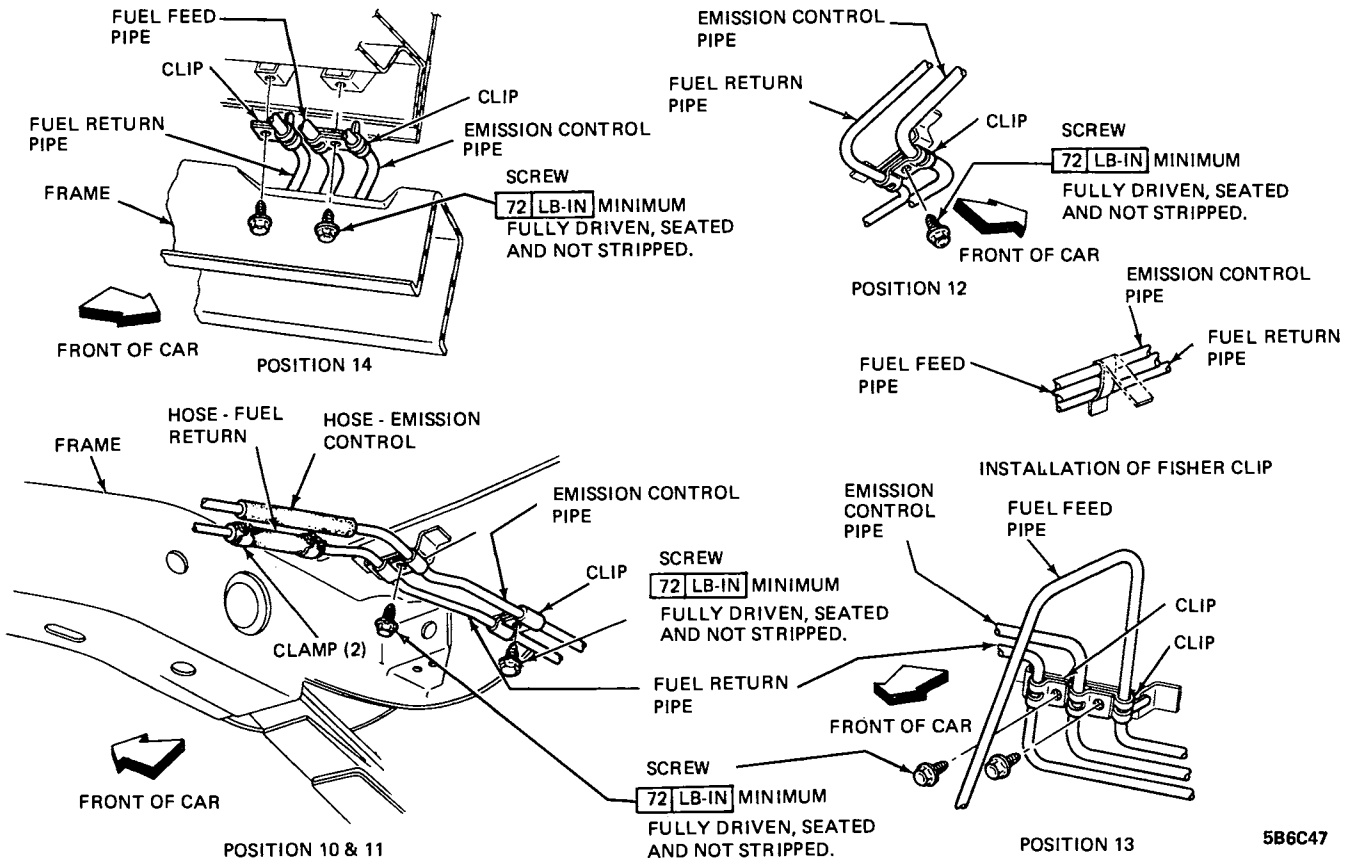


Figure 6C-47 B Series Fuel Return and Emission Control Routing Wagon

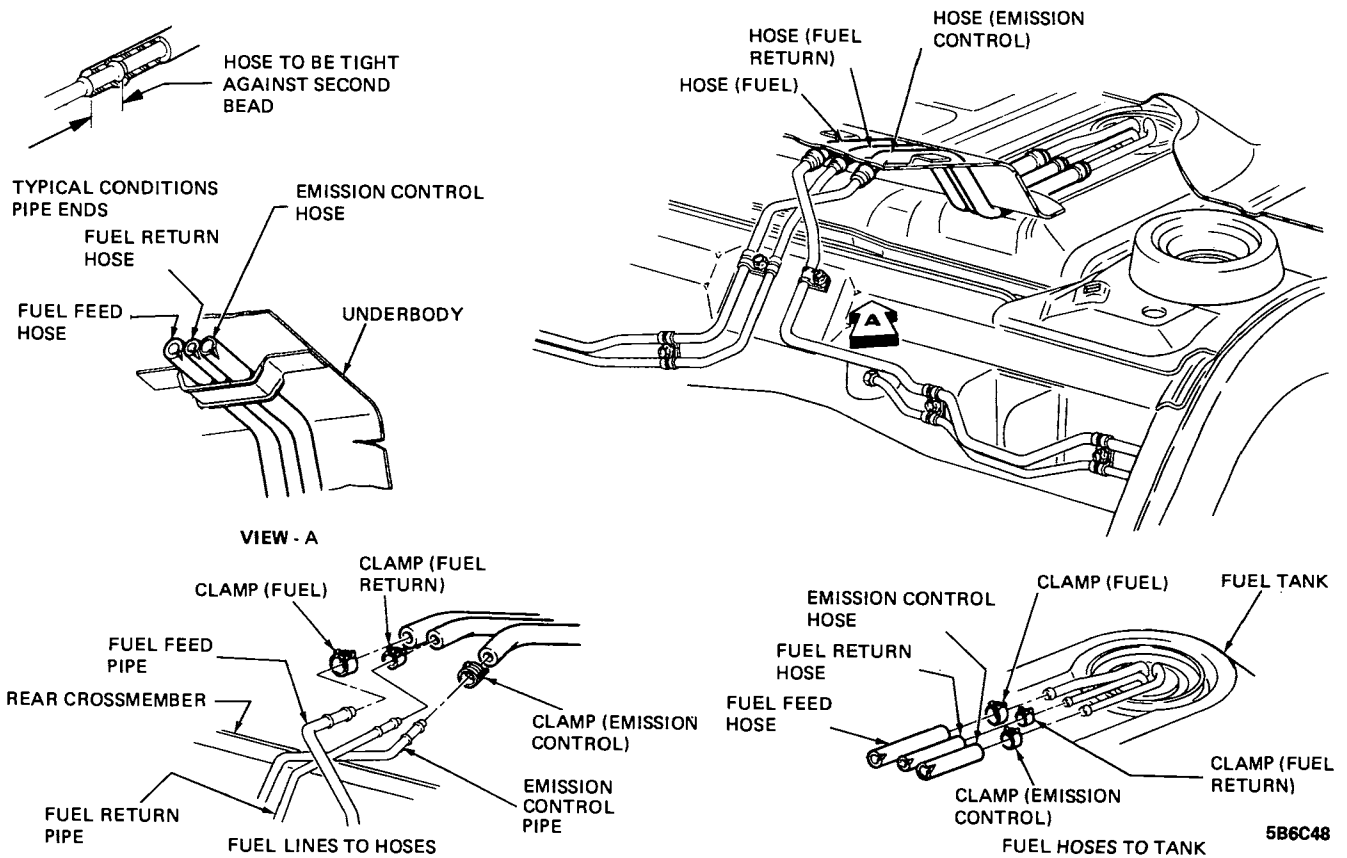


Figure 6C-48 B-C-E Series Fuel Tank Hose Routing Sedans & Coupes

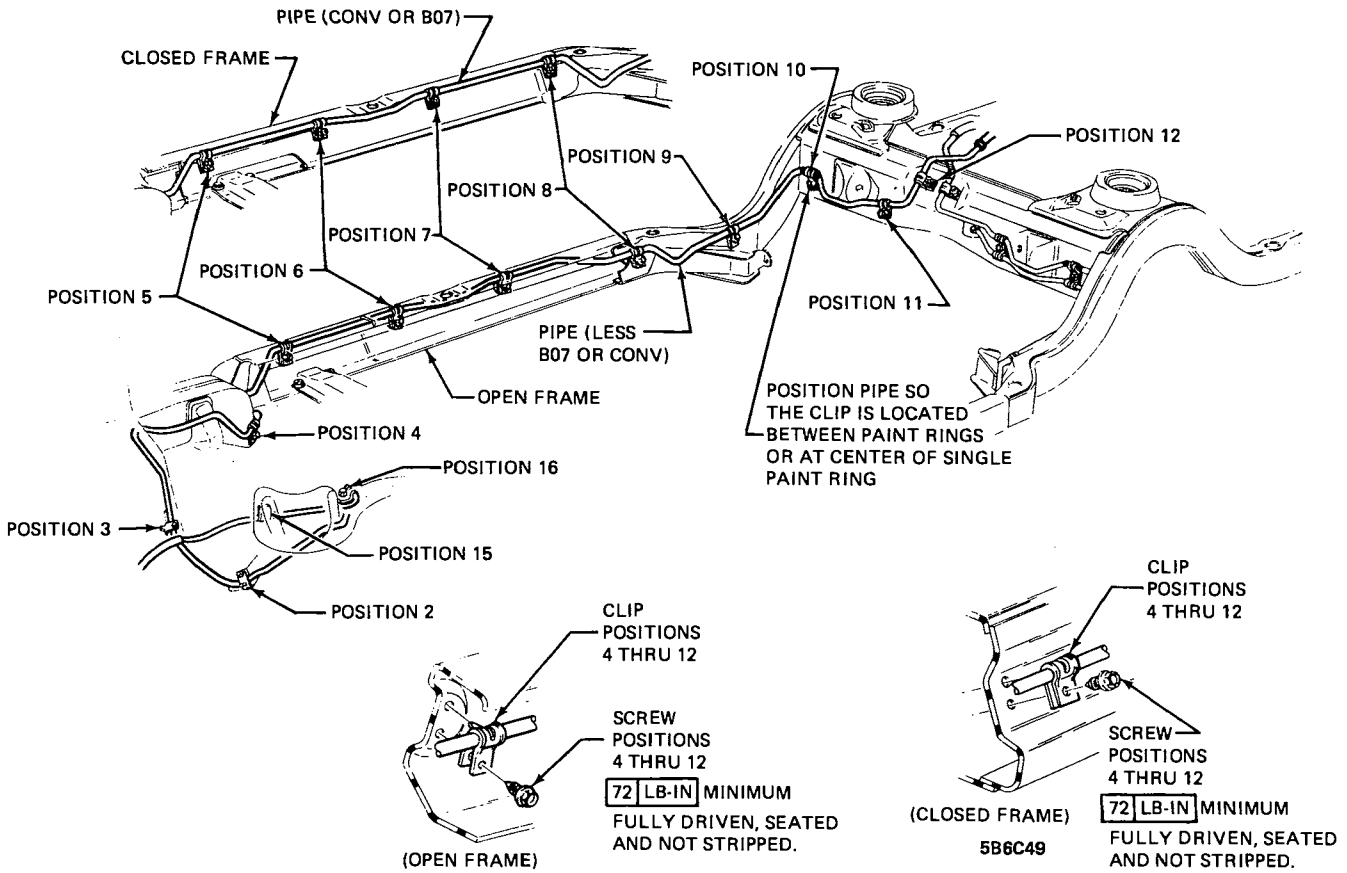


Figure 6C-49 B Series Evaporation Control Routing Without Fuel Return Sedans & Coupes

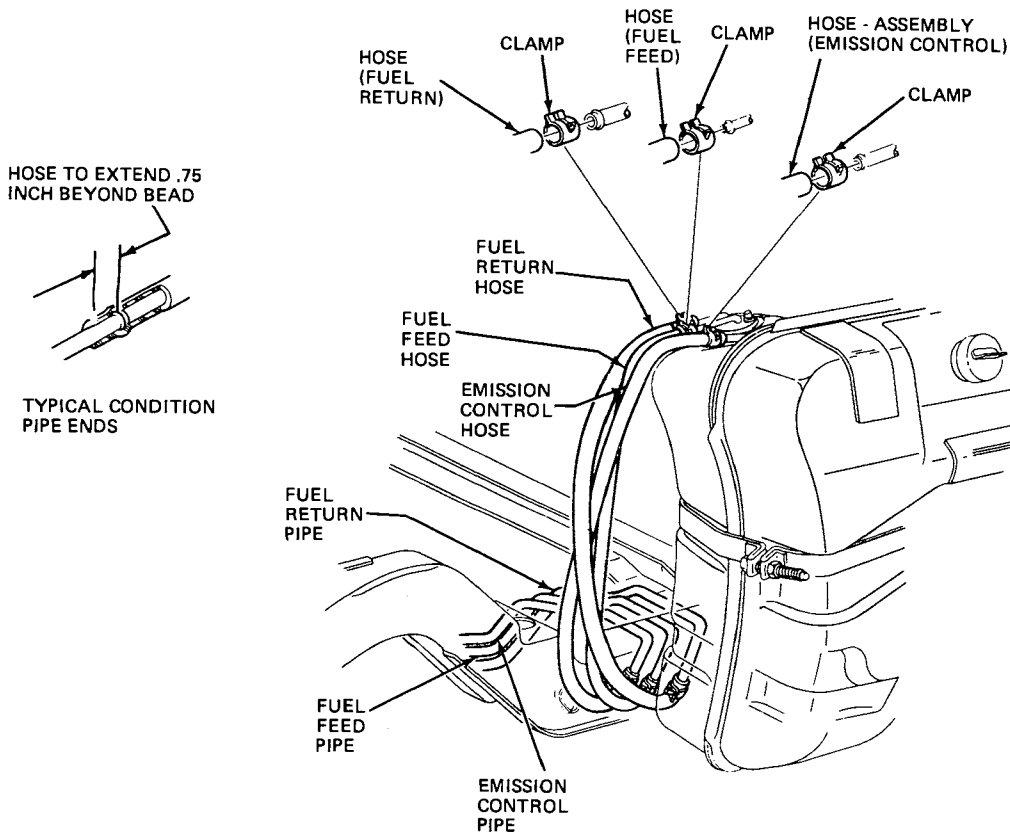


Figure 6C-50 B Series Fuel Tank Hose Routing Wagon