

Fig. 7—Removing Rollover/Vapor Separator Valve

and work it around the curled lip.

(2) Lubricate the grommet with 10W-30 engine oil or mineral spirits and push the valve down-

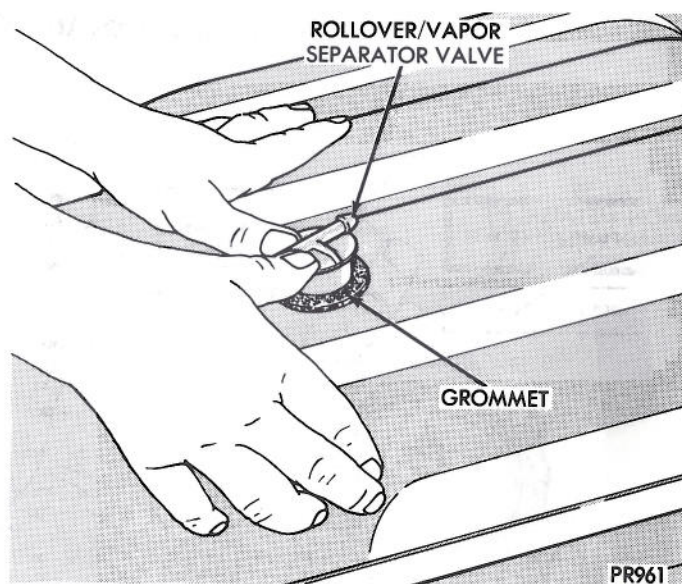


Fig. 8—Installing Rollover/Vapor Separator Valve

ward into the grommet (Fig. 8). Twist valve until properly positioned.

(3) Install fuel tank (refer to installation).

FUEL PUMPS AND FUEL FILTERS

INDEX

	Page		Page
Filter-Separator	63	Service Procedure	62
Fuel Filters	63	Special Service Tools	66
General Information	62	Specifications	63, 65
Service Diagnosis	63	Testing Fuel Pump (On Vehicle)	62

GENERAL INFORMATION

Fuel pumps cannot be disassembled and repaired. All passenger car fuel pumps have a special valve incorporated in the outlet valve. If replacement is necessary, after testing, be sure to use parts with the correct part number.

Fuel pumps are driven by a pressed steel eccentric cam mounted on the gear end of the camshaft.

As the camshaft rotates, the eccentric cam presses down on the pump rocker arm. This ac-

tion lifts the pull rod and diaphragm upwards against the fuel pump main spring, creating a vacuum in the valve housing and opens the inlet valve and fuel is drawn into the valve housing chamber. On the return stroke the main spring forces the diaphragm to the **down** position, which closes the inlet valve and expels the fuel in the valve housing chamber through the outlet valve, to the fuel filter and the carburetor.

SERVICE PROCEDURES

TESTING FUEL PUMP (On Vehicle)

If the fuel pump fails to supply fuel properly to the carburetor, the following tests should be made before removing the fuel pump from the vehicle.

Vacuum Test

(1) Disconnect the inlet and outlet fuel lines from the fuel pump.

WARNING: Fuel lines may leak fuel when disconnected.

(2) Connect a vacuum gauge (0-25" Hg. minimum range) to the fuel pump inlet fitting. Using the starter motor, turn the engine over several times and observe the vacuum gauge. The pump should develop a minimum of 11" Hg. of vacuum, although readings of as high as 22" Hg. may be seen. If the pump does not develop 11" Hg. of vacuum it is defective and must be replaced.

(3) Remove the vacuum gauge.