1957 Corvette: Inter-Organization Letters: Fuel Injection Issues

Below are a few Chevrolet Inter-Organization Letters that were released on June 13, 1957 regarding issues with fuel injection units on some Corvettes.

INTER-ORGANIZATION LETTERS ONLY

CHEVROLET

TO	REGIONAL SERVICE MANAGERS	ADDRESS	
FROM	Mr. H. M. Page	ADDRESS	Central Office
SUBJECT	FUEL INJECTION	DATE	June 13, 1957

This is to confirm the discussion at the National Service Meeting in Detroit June 7, 1957 on Fuel Injection problems and method of handling. This is to be a short term activity and must be handled as fast as possible.

Fuel Injection unit #7014800 is to be made available in limited quantities (8 per Region) to the Field for replacement of Units 7014360 and 7014520 where these units are in cars which are used only in normal street and highway traffic-type of operation.

> Units 7014360 and 7014520 are calibrated for use with SR (Special Racing) Camshaft and Solid Type Tappets in competition types of operations, and when used in this type of operation, the Fuel Injection is not to be replaced.
>
> The idle speed is in the 700-900 RPM Range and generally does not give acceptable performance in normal street and traffic type of operation.

Unit #7014800 is good performing unit and is for use in normal street and highway traffic type of operation and engines which have the standard camshaft and hydraulic tappets.

> Idle characteristics are normal as with a standard carburetor. Where vehicle is used in normal street operation and either Fuel Injection Unit #7014360 or 7014520 is to be replaced, it will also be necessary to install the standard camshaft and hydraulic tappets.

The Warehouse nearest the Regional Office will stock a small quantity of the 7014800 Units which may be requisitioned only by the Regional Service Manager or Regional Service Engineer to handle replacements in their respective region.

> The quantity of Units available to the Regional Service Manager will vary and will be adjusted according to the Regions requirements and availability of units.

The Regional Service Manager is to assume the responsibility of allocating and following this program with the Service Personnel.

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OTHER ITEMS DISCUSSED

- F. I. Units removed by Dealer are to be returned to the Respective Zone M.R. Rooms. Units must be complete and not damaged.
- Rochester Products will rebuild units shipped from the Zones and return to the respective Warehouse at the Regional location for allocation by the R.S.M.
- The R.S.M. should make every effort to keep the units - both rebuilt and replaced units - moving to get this activity cleaned up.
- Adequate mechanical instructions will be furnished for replacement. Drive Shaft Assembly 1585804 and Gasket 3748948 will be needed. Adequate stock will be available at each Regional location.
- R.S.M. should complete attached report on the first (1st) and fifteenth (15th) or more often so that the Regional bank may be kept up or adjusted as necessary.
- Orders for complete units, air meters or fuel meters, received by a local Warehouse will be turned over to the Zone Service Manager to investigate to determine if complete Fuel Injection unit should be replaced, then handled in regular manner with the R.S.M. or if the dealer wishes to make an outright purchase, the information is sent to the R.S.M. who will initial and forward to Central Office as noted below.
- Outright purchases of Fuel Injection units for competition purposes with SR camshaft should be directed to Central Office Parts Department, attention Mr. G. N. Bothwell.
- In cases where customers want Distributor with Vacuum Advance, they will be available thru regular Parts Channels. These installations, parts and labor will be at customer's expense.

The above includes all Passengers and Corvettes.

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TO	REGIONAL SERVICE MANAGERS	ADDRESS	
FROM	Mr. H. M. Page	ADDRESS	Central Office
SUBJECT	FUEL INJECTION	DATE	June 7, 1957

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MR ROOM HANDLING - FUEL INJECTION UNITS

L & MR will be processed in the usual manner coded as follows:-

Parts Code use 18.

Labor Code use 3.

Fuel Injection unit #7014360 will be retained in the shipping crate pending receipt of further instructions.

Fuel Injection unit #7014520 will be returned "No Charge" in factory shipping crate to:

Rochester Products Division
Attn: Mr. Grassmick
1000 Lexington Avenue
Rochester 3, N. Y.

When writing up Sundry Shipper, Form CO-622-A, specify via Express Prepaid. In the body of the form include the following:-
Unit Part # and Serial #.
To be reworked and returned to Chevrolet
Parts Warehouse at * .

*The Parts Warehouse location will be at stocking location of new unit #7014800 in your Region.

Two extra copies of Form CO-622-A are to be prepared and distributed as follows:-

1 - to Warehouse Manager at time of shipment.

1 - to Regional Service Manager.

The Flexible Shaft returned with either 7014520 or 7014360 Fuel Injection unit is to be coded two (2) and scrapped immediately.

H. M. Page
Service and Mechanical Department

40 copies to R.S.M.

HMP:kv

Online URL:
https://www.corvetteactioncenter.com/tech/knowledgebase/article/1957-corvette-inter-organization-letters-fuel-injection-issues-1146.html