

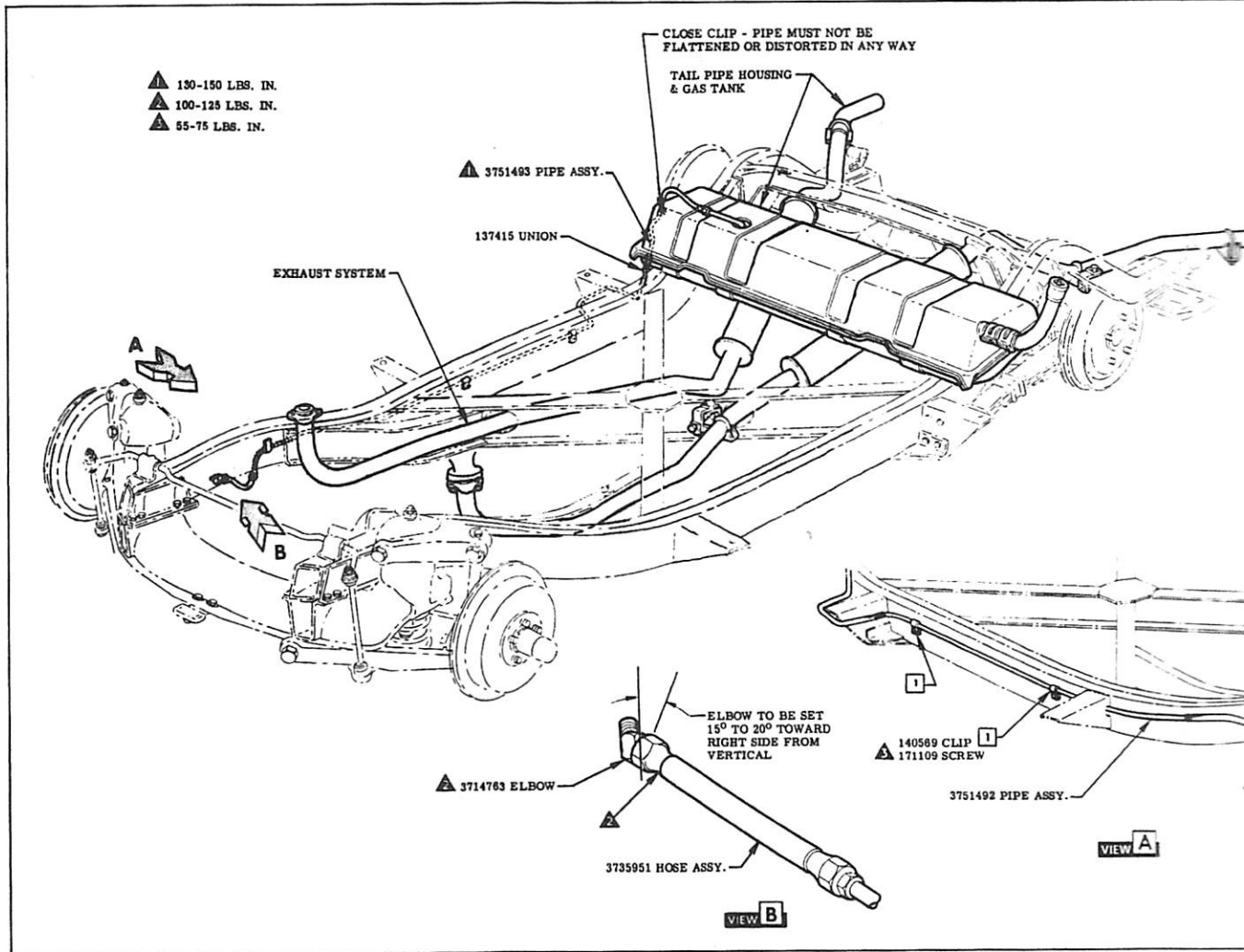
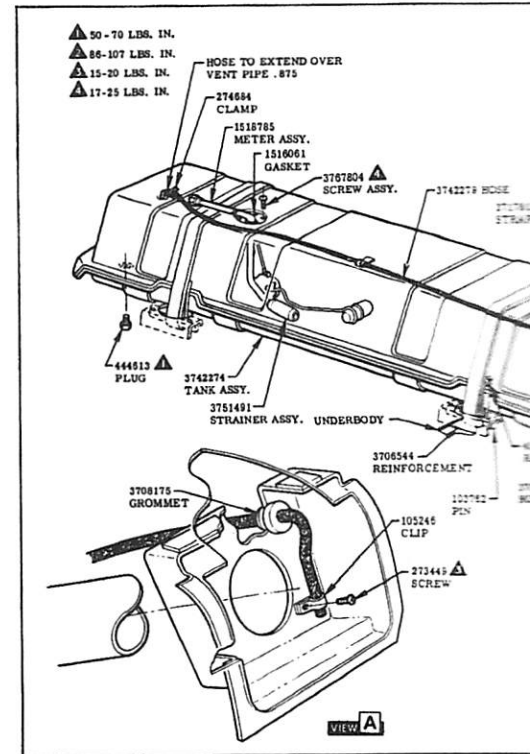
FUEL SYSTEM

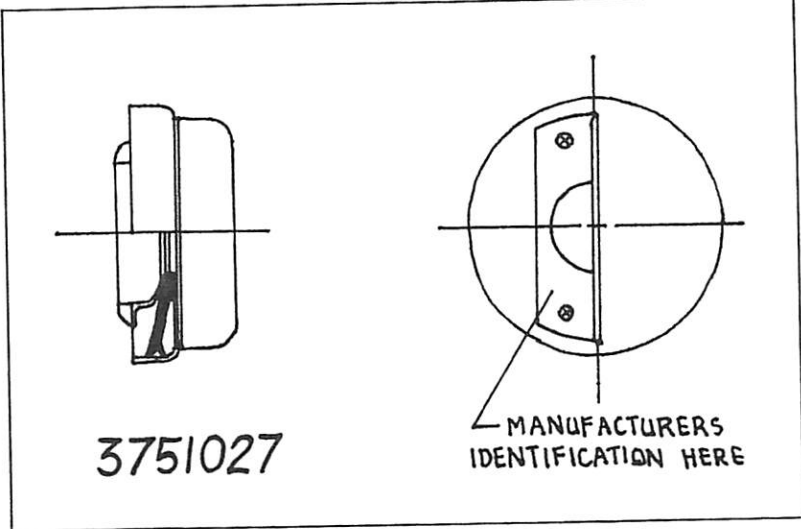
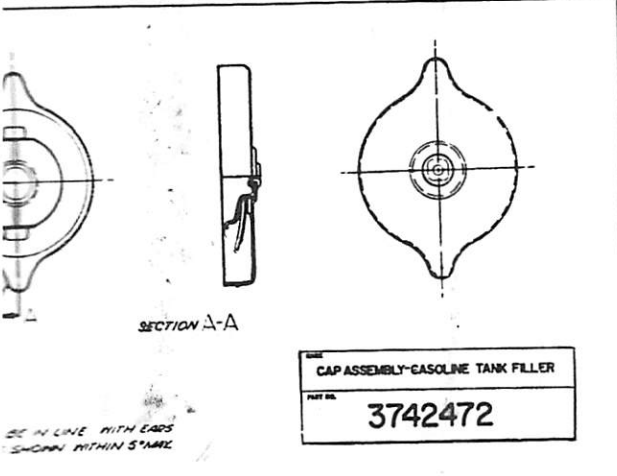
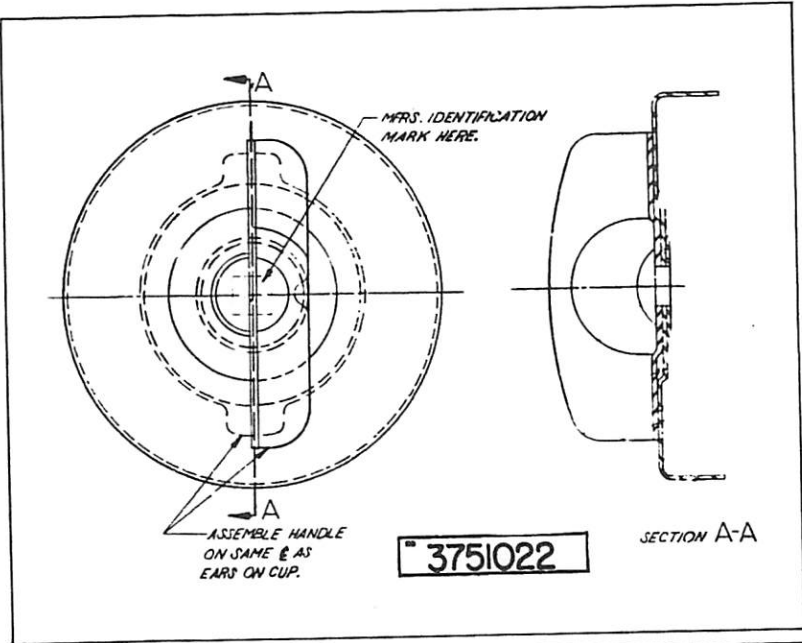
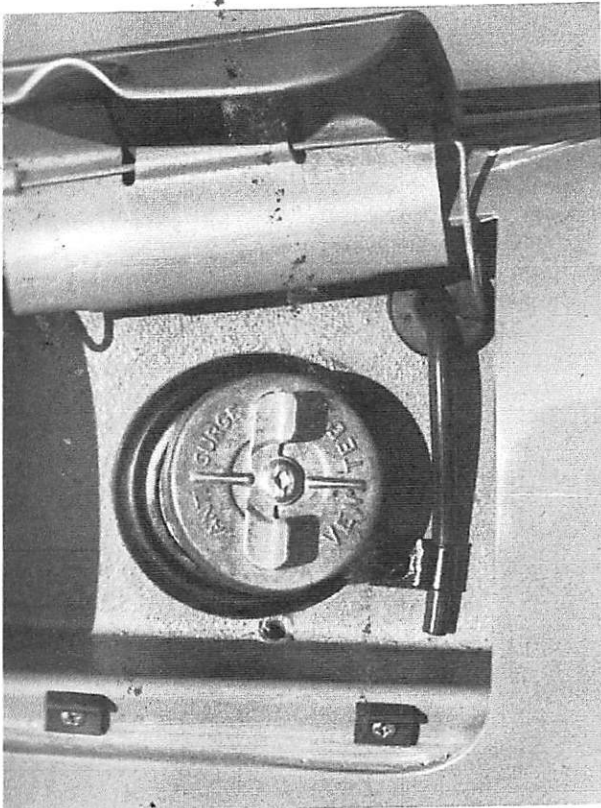
The 1958-'60 Corvette fuel lines were routed along the outside of the frame. The lines were supported in this position by a number of clips which were retained by screws. The rear end of the fuel line attached to the fuel tank, while the front end had a flexible hose which connected to the fuel pump.¹¹ The fuel tank was retained by two straps which fit brackets in the front and were bolted to the frame in the rear.

The first 1958 gas cap was part number 3742472, introduced in mid-1957. There was a mid-1958 change—date as yet unknown—to a different cap, part number 3751027. This cap was also listed as a replacement for '58 and '59 Chevrolet passenger cars.³⁵ Beginning with 1959 Corvette production, two optional gas caps were added, parts number 3751022 and 3764641.¹¹ They were optional for all 1959 and 1960 Corvettes.¹⁶ By giving a part the term optional, the factory could use any of the three caps supplied at the time.

The two small rubber gas door bumpers were held in place with a single screw. The small bumper, part number 4851258, was installed with the lip to the top, and thus resembles the numeral "7."¹¹

Below: Overall view of gas tank, gas lines outside frame, exhaust system. Right: Fuel tank and vent tube installation; note strainer inside fuel tank on pickup tube. Page opposite: Photo shows fuel tank filler area of a 1958-'60 Corvette, with gas cap part number 3764641, one of three possible caps. Drawings show various gas caps; 3742472 was introduced in 1957 and used until mid-'58 when it was replaced by 3751027; both 3751022 and 3764641 were available on 1959 and '60 Corvettes, together with 3751027.





EXHAUST SYSTEM

The 1958-'60 Corvette exhaust systems were held in place by a series of brackets and molded rubber insulators, the oval-shaped mufflers sitting at an angle under the gas tank. The entire exhaust system was covered with a dark appearing preservative. It burned away rather quickly, leaving the exterior surfaces unprotected, and they began to rust very soon.



STEERING COLUMN

The steering column on 1958 cars was approximately two inches shorter than 1957 Corvettes to give the driver more elbow room and a more comfortable driving position.