



**Replacing the Fuel Filler Neck Gasket
on a
Mid-Year ('63-'67) Corvette**

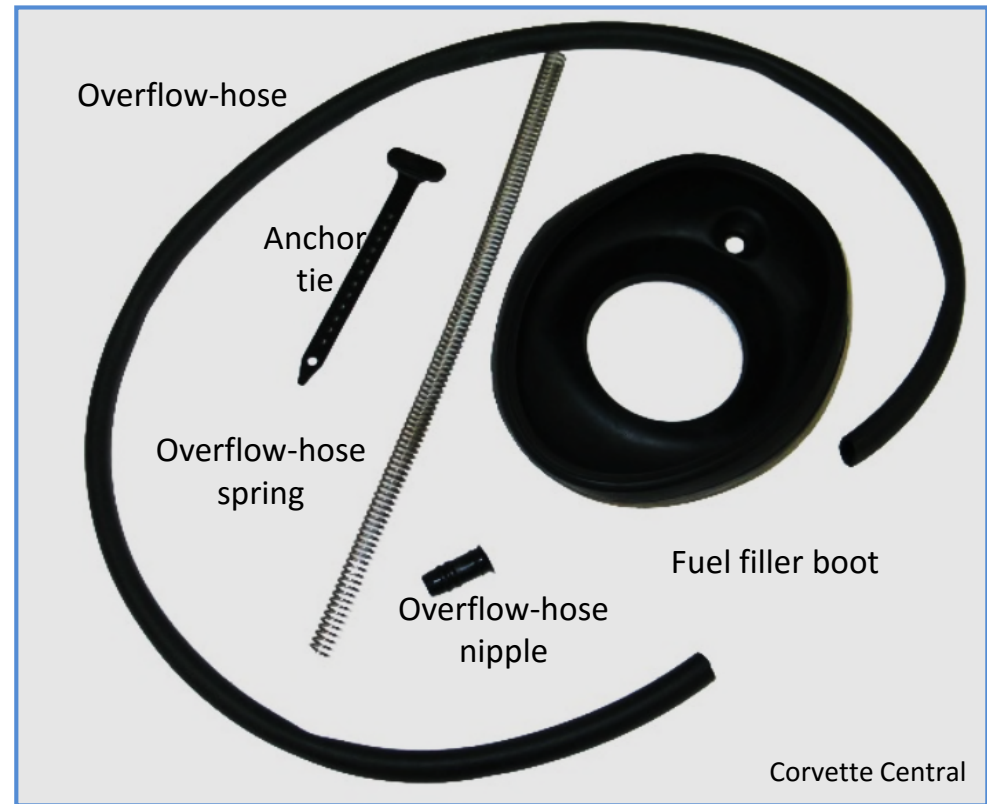
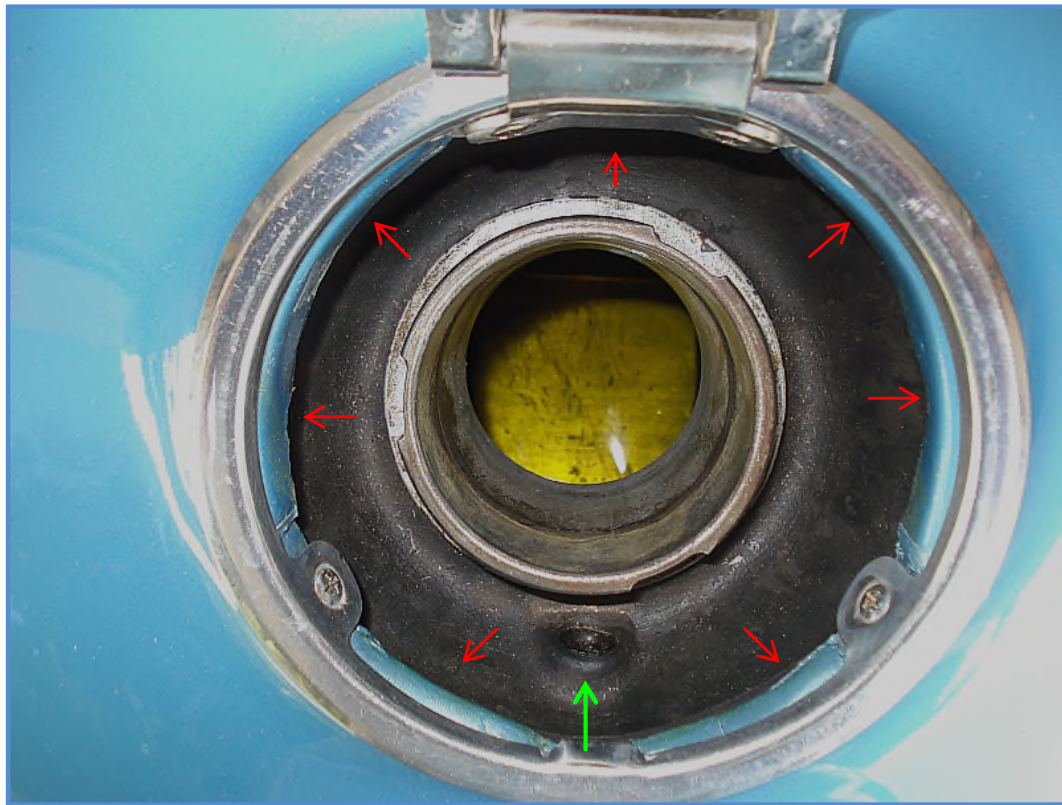


The photos here are from our 1965 coupe. The operation would be the same for convertibles except the neck is shorter. To replace the filler neck cork gasket, I removed the filler door and the bezel around the filler opening in the body. **Tape up the area around the opening to prevent marring the paint.**



The fuel filler door and fuel-opening bezel are attached to the body with 4 oval-head sheet metal screws that attach to u-nuts as shown above.





Corvette Central



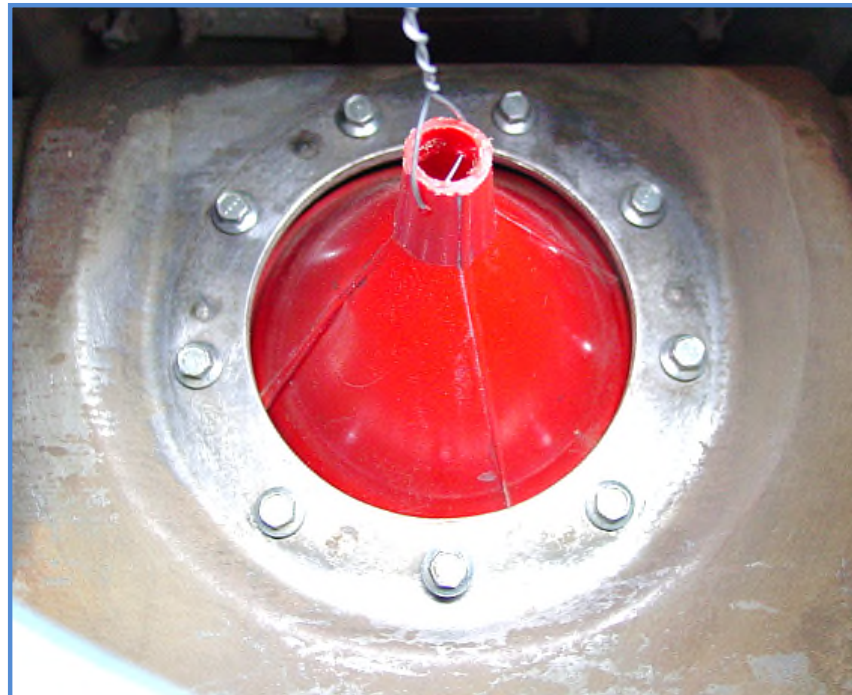
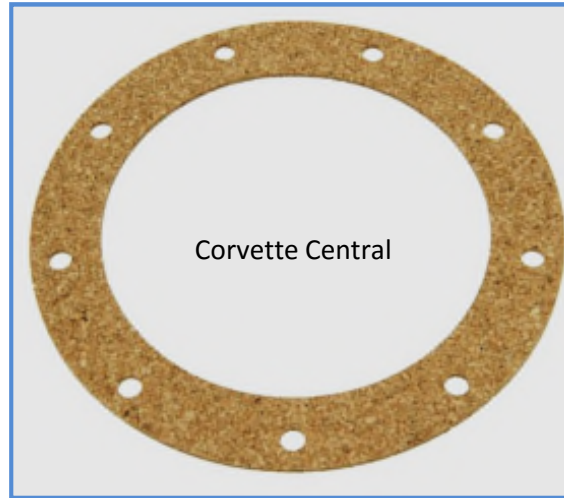
Long Island
Corvette

To remove the boot, push down around the outer edge of the “bowl” to release the lip from the “flange” of the body. Slide the boot down the neck a bit. Then, you can compress the bowl and stretch the bottom opening up over the flange on the filler neck. Some soapy water might help here but be careful not to get anything in the fuel tank. If you are not saving the boot, you can cut it with a sharp knife and remove it in pieces.

When you raise the boot it may/should have the overflow drain nipple (green arrow) attached to the overflow hose. The hose may be attached with a tie at the bottom of the right rear bumper (see last page).



**This the long filler neck from the coupe;
roadster necks are shorter.**



The filler neck is attached to the tank with 9 special machine screws that have an attached rubber gasket/washer or o-ring. Fortunately, they came out easily. The filler neck gasket is made of relatively thin cork. If the flange on the neck where it mounts to the tank has been bent due to overtightening the screws, you may have to flatten it around the screw holes as you might do with the sheet-metal valve covers, oil pans and timing-chain covers that sometimes get misshapen due to overtightening as well. With the nine screws out, you can remove the neck and clean up any old remaining gasket material.

When I replaced the neck on our '65 coupe, I made a slit in a cheap funnel, cut down the neck and attached a support wire to it. The funnel could be squeezed to fit through the tank hole and the held up with the wire. I did that to keep junk out of the tank while I cleaned up the gasket mounting area. You could probably just stuff a rag in the hole. I also put the screws back in while I cleaned it up for the same reason.

A magnetic socket is useful for this job, or, you can stick some strip caulk in your socket to hold the screws.

Installation of the neck and boot is essentially the reverse. A little Permatex or other sealer on the both sides of the gasket is often recommended by others who have done this replacement but it is not required. I have read where others have used two gaskets as well. Do not overtighten the attaching screws when reinstalling the neck.

When you put the new boot back in, you must insert the overflow hose nipple and attach the overflow hose to it. The hose is run down over the rear of the tank and down through the inner part of the right rear bumper where it is attached to the bumper-mount bracket with a flat tie. The overflow hose has a spring in it to aid in maintaining shape and position. I used a very light application of Sil-Glyde on the bottom of the boot to aid in slipping the new one over the flanges on the filler neck.

