1972 CHRYSLER IMPERIAL ELECTRIC FUEL PUMP

Chrysler Imperial (1972)

DESCRIPTION

The Bendix solenoid type electric fuel pump is used on Imperial models only when equipped with Air Injection System. It is in-line mounted and has a variable output feature that is controlled by engine demand. Pump is located at left side of vehicle on the frame in the kick up area, about even with front end of fuel tank. The fuel filter is an in-line type mounted in the engine compartment. *NOTE — Fuel pump does not contain a filter, and cap should not be removed from bottom of pump.*

OPERATION

Pump receives current through the starting relay when ignition switch is in the start (cranking) position, and through an oil pressure switch when ignition switch is in the run position. These are the only times that the pump runs; during engine start, and when the engine is running and has oil pressure.

TESTING & TROUBLE SHOOTING

PRESSURE TEST

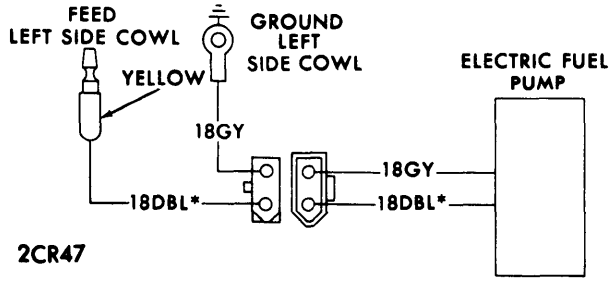
Connect a suitable pressure gauge in fuel line at carburetor with a "T" fitting so carburetor will be supplied with fuel. Hose to gauge must not be over 6" long and should have a second "T" and valve for venting and capacity test. Run engine at idle, open vent valve to release air, then close valve and read fuel pump pressure. Pump pressure should be 4-6 psi.

VOLUME TEST

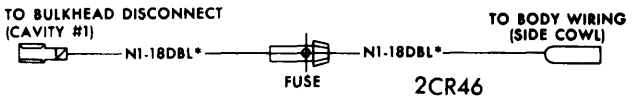
Attach fuel hose to vent valve (see Pressure Test above) and place end of hose in a suitable container. With engine idling, a quart of fuel should be obtained in 60 seconds or less. *NOTE — If a vehicle has run out of fuel, it may take as long as 20 seconds of cranking to reprime the system.*

ELECTRICAL CIRCUIT CHECK

When checking the pump electrical system, refer to the pump circuit diagrams, and note that the pump is initially powered through the starting relay during engine start, and then receives current through the oil pressure switch when engine is running and has oil pressure. *NOTE — A fuse (20 ampere) is located in the dark blue (with tracer) wire connected between the bulkhead disconnect (cavity No. 1) and the body wiring connector (side cowl).*



ELECTRIC FUEL PUMP CIRCUIT (BODY WIRING TO PUMP)



ELECTRIC FUEL PUMP CIRCUIT (ENGINE TO BODY WIRING)

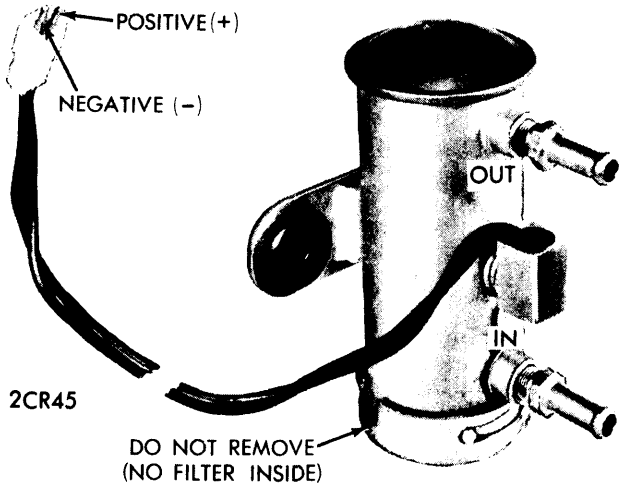
INSUFFICIENT FUEL OR NO FUEL DELIVERY

1) Blown fuse in pump circuit.
2) Vent in tank restricted (will also cause collapsed tank).
3) Leaks in fuel lines or fittings.
4) Dirt or restriction in fuel tank.
5) Restricted fuel filter.
6) Dented, pinched or kinked fuel line.
7) Defective oil pressure switch.
8) Shorted or open electrical wiring.

REMOVAL & INSTALLATION

NOTE — Pump is not serviced. If found to be defective, it must be replaced.

Removal — Disconnect battery negative cable, then disconnect pump wiring from connector in trunk. Disconnect pump fuel lines at pump, remove bolts retaining pump to frame, and remove pump from vehicle.

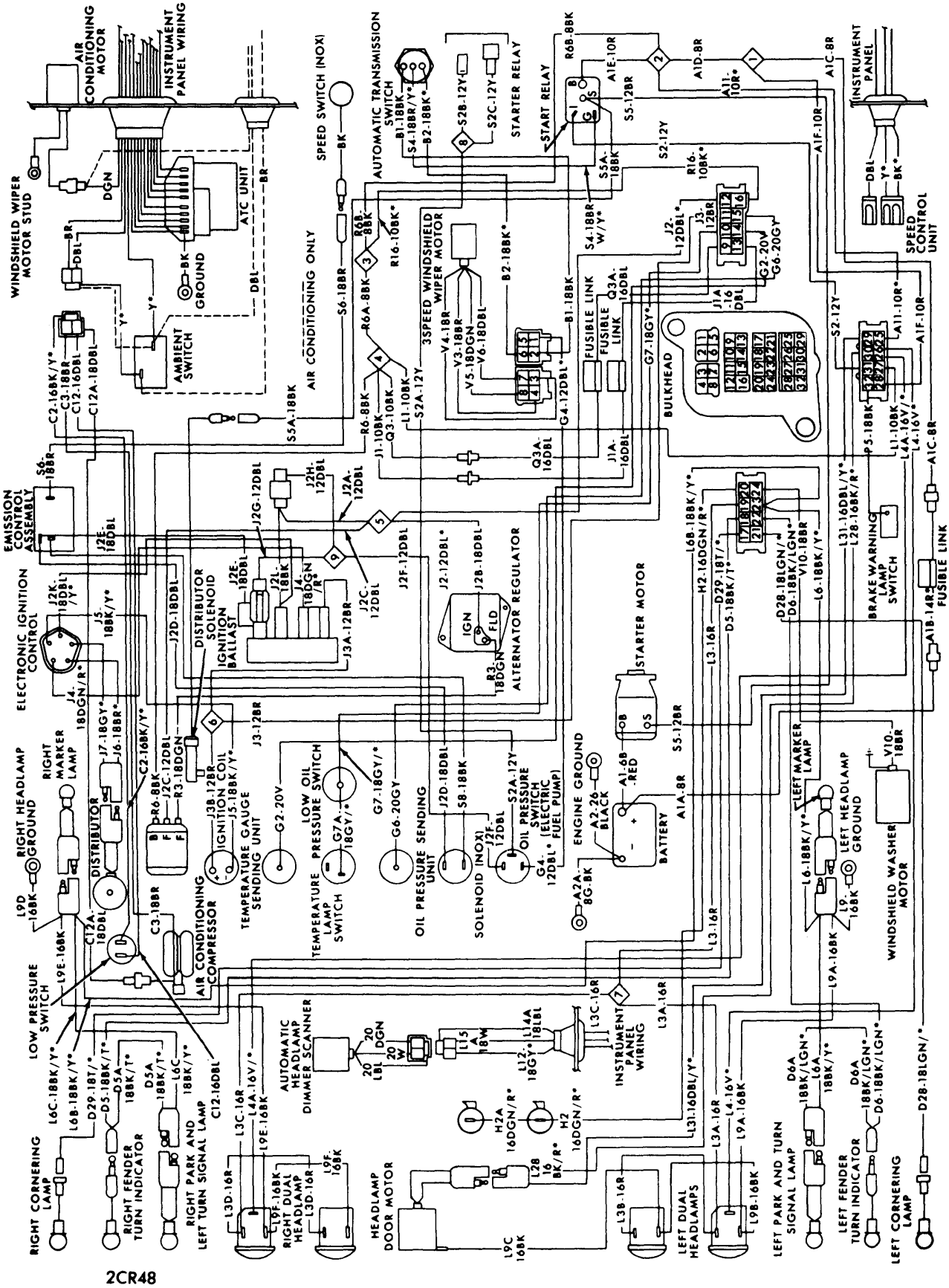


ELECTRIC FUEL PUMP

Installation — Reverse removal procedure, and note the following: Pump is marked to identify inlet and outlet, and must be mounted so that the outlet is higher than the inlet. This is critical to pump operation.

NOTE — If pump operational noise has been encountered, install an insulator pad (Service Package Part No. 3744781), between pump and frame, using the longer bolts and new retainers provided. The rubber grommets should also be retained on the mounting flange.

1972 CHRYSLER IMPERIAL ELECTRIC FUEL PUMP (Cont.)



ELECTRIC FUEL PUMP CIRCUIT (ENGINE COMPARTMENT)