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FUEL PUMP INSTALLATIONS for Lincoln 430, 462; Mercury 383,430; Thunderbird 430; Edsel 410.

When installing a fuel pump on the 383, 410, 430, 462 CI engines, it is extremely important that the fuel system be clean and free of rust and debris. These problems can cause your fuel pump and/or your carburetor from having proper fuel delivery. The fuel system should be checked prior to assembly to make sure that it is clean, has a new filter and is ready to do its job properly. Now, having said this, the **fuel pump pushrod is very very** important for the fuel pump to do its job properly. From 1958 through 1962 the fuel pump pushrod has a brass tip on the bottom of it that rides against the fuel pump concentric. This was done because the concentric was one piece and the brass tip protected it from damaging the concentric. The fuel pump pushrod from 1963 through 1968 ½ was of solid drill stock and the concentric was of two parts so it could freely rotate and not prematurely wear out the concentric. These should be measured to make sure that it is within factory specs. If it does not meet specs it **MUST** be replaced.

1958-1962 Fuel Pump Pushrod with Brass Tip; 4.871"-4.881"

1963-1968½ Fuel Pump Pushrod without Brass Tip 4.808"-4.812"

You must have everything fresh to maximize the performance of your engine. The next thing that must be done is to make sure all your fuel lines have been replaced with the newer rubber that is available to minimize the effects of ethanol gas. Ethanol gas is also the bad actor of your fuel pump and carburetor because many of these have not been rebuilt or replaced in the last six years or so. This is what generally causes the fuel pumps and carburetors to stop working or to work poorly. If they have not been replaced, then it should be done immediately.

These simple procedures should keep your engine running well for the immediate future, barring any other problems. On other engines this procedure should work well. On some engines you will not have clear access of your fuel pump pushrod.

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The *Lincoln* / MERCURY Old Parts Store
2040-A Gentry Street, Clearwater FL 33765
(727) 445-7551 • Fax (727) 445-7561 • E-mail lincoln@lincolncoldparts.com