

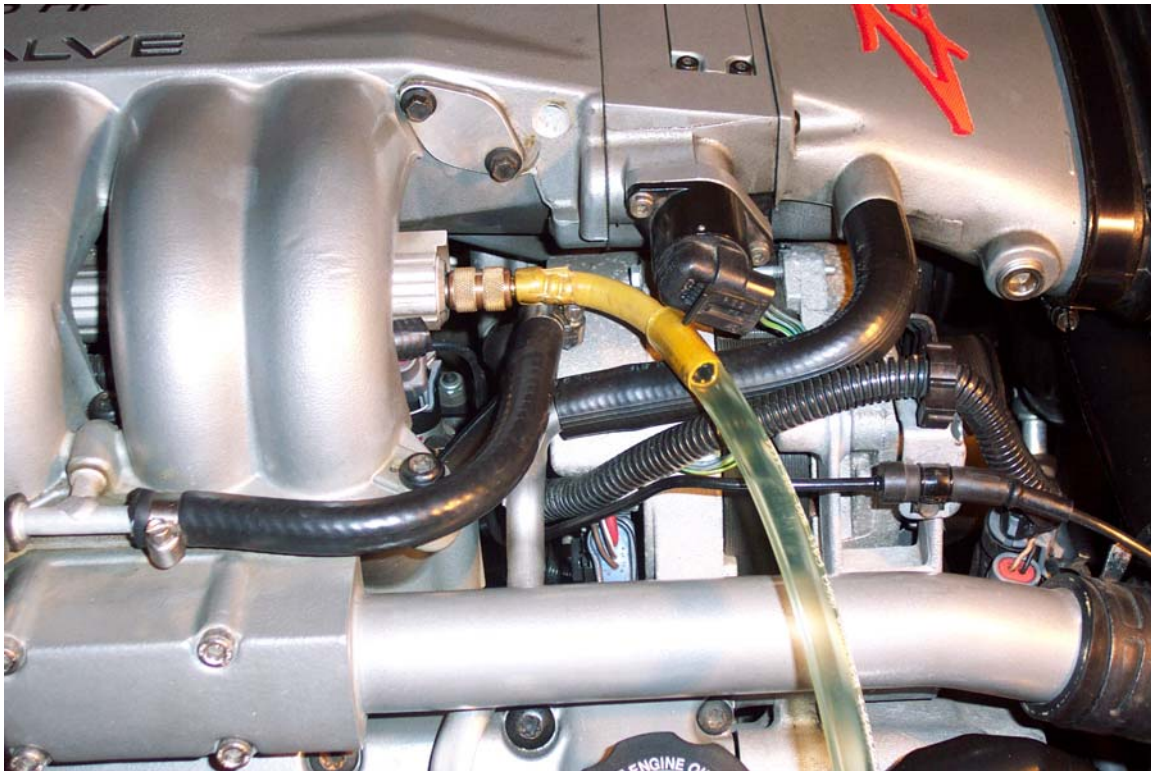
The ZR-1 As a Fuel Tanker

Marc Haibeck

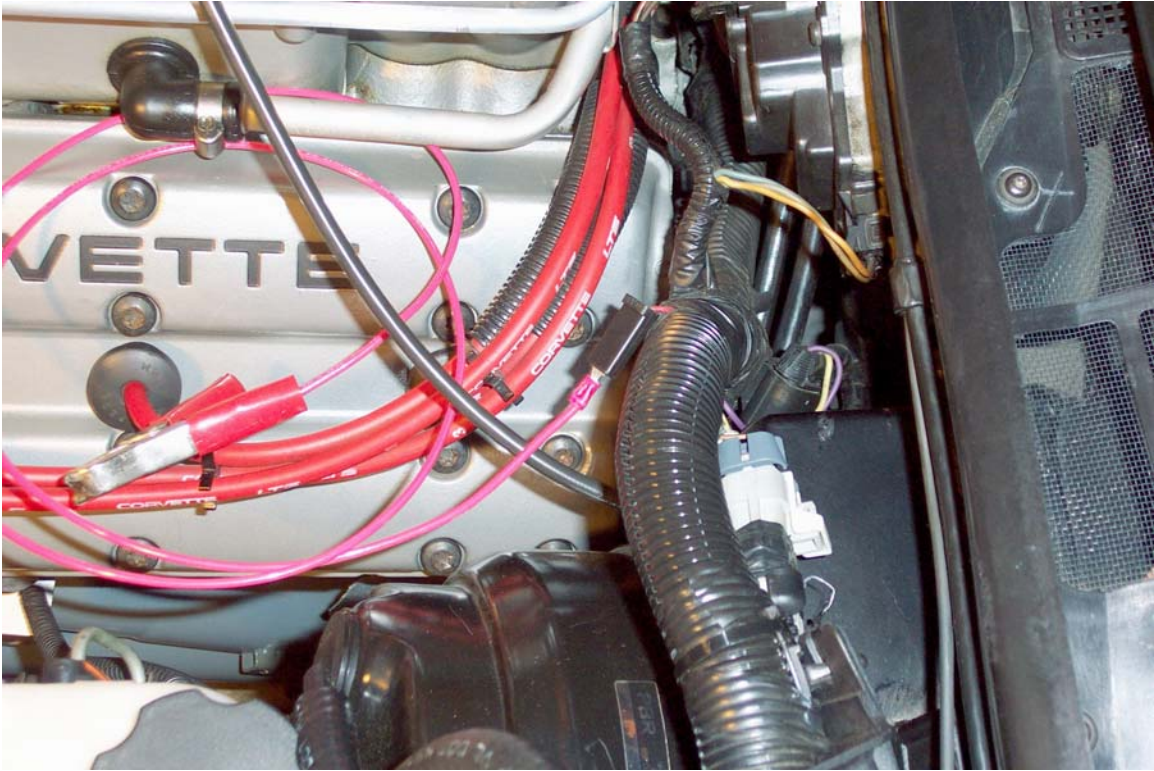
A few weeks ago a windy summer storm ran through Elmhurst, Illinois and we lost electrical power. This is not an uncommon occurrence so I have an electrical generator. From previous experience, the only problem with running a generator is supplying the large amount of fuel that it uses. The generator runs for eight hours on five gallons of fuel. The first fill of the tank is easy, but then it gets inconvenient to run out for fuel every eight hours.

The storm was huge. The power company prioritizes repairs with respect to the number of people served by a repair. They service the big impact repairs first. We were effected by a tree that knocked down a line for only about 50 homes. In this case they did not get to us for three days.

I was prepared to supply the fuel. Compared to our other vehicles, the ZR-1 is best suited for supplying a large amount of fuel safely. Obviously it's safe to transport fuel in the car's gas tank. The ZR-1 has a convenient fuel tap on the right front of the right fuel rail.



The hose connector must have a provision to depress the Schrader valve. An air conditioning service hose for R12 makes an easy connection to the fuel rail. The hose is long enough to reach the generator. The fuel pumps can be powered via the fuel pump test connector.



The fuel pump test connector is located near the windshield wiper motor. It's a single pin connector with a red wire. I made a cable with a spade connector and a clip to connect 12 volt battery power to the test connector. The wire should be 14 gage since the two pumps draw a total of 10 amperes. To run the pumps the clip is attached to the positive terminal on the battery. On '90 cars with VINs less than about 800 the fuel pump test connector is located in the area of the lower right side of the battery. On the early '90's the connector is hard to reach and may be impossible to find without removing the battery. Starting the engine cold can run the pumps but the secondary fuel pump will shut down when the engine temperature reaches 176 degrees.

I like not having to start the car to run the pumps. I have a Battery Tender to keep the battery charged. The generator powers the Battery Tender so it recharges the battery after the fuel has been pumped.

The pumps will fill the five gallon tank on the generator in about five minutes. The generator will then run for eight hours before more fuel is needed. A full tank of fuel on the ZR-1 will fill the generator three times. Each morning I would go out to refill the ZR-1's fuel tank. The owner's manual states that the Corvette fuel tank holds 20 gallons. However only 18 gallons is accessible because the Corvette will run out of fuel when about 18 gallons are used. I used 87 octane regular grade fuel. If the ZR-1 is driven with small throttle openings 87 octane fuel will not detonate.