

**I'm having trouble starting the '76 LUV I'm restoring. My Dad told me it hadn't run in awhile. I took the chance to see if we could give it one last go before I had it towed to my house. He's been keeping it alive all these years before it got in the shape it's in now, so I took his advice and we began monkeying with the fuel. I found the fuel pump (this was before I had a manual) checked the connections and then made sure all the connections at the fuse box were secure. Turned the switch and it ran as pretty as you please (with a little help from some gas in the carb). Drove it home with no trouble. Took a few pre-build pics and parked her in the garage. Now I can't get it to start, even with a prime in the carb. I'm still on the assumption she's not getting enough fuel. I came across this article about rebuilding the fuse box on LUVTruck.com (<http://www.luv-truckin.com/SearchResults.asp?Cat=24>) *I can't remember who posted it originally. If anyone knows let me know and I'll update this.* Figured I try my hand at that. Hey it can't hurt and I'm glad I did. I discovered during the cleaning it needs to be replaced (I'll add it to the list)**

**I started by taking some photos of the fuse box in the truck**





**Once I felt comfortable that I could put it back in with everything plugged in the right way I took it out. (I sketched the fuse box and the connections, and**

**labeled what color went where. This seemed easier than using the Haynes manual I have to verify the connections)**

**Next I began inspecting the fuse box and going over the *Chevy Luv Fuse Block Re-Build* article. (I really suggest reading that in addition to mine, cause without that article I wouldn't have attempted this)**

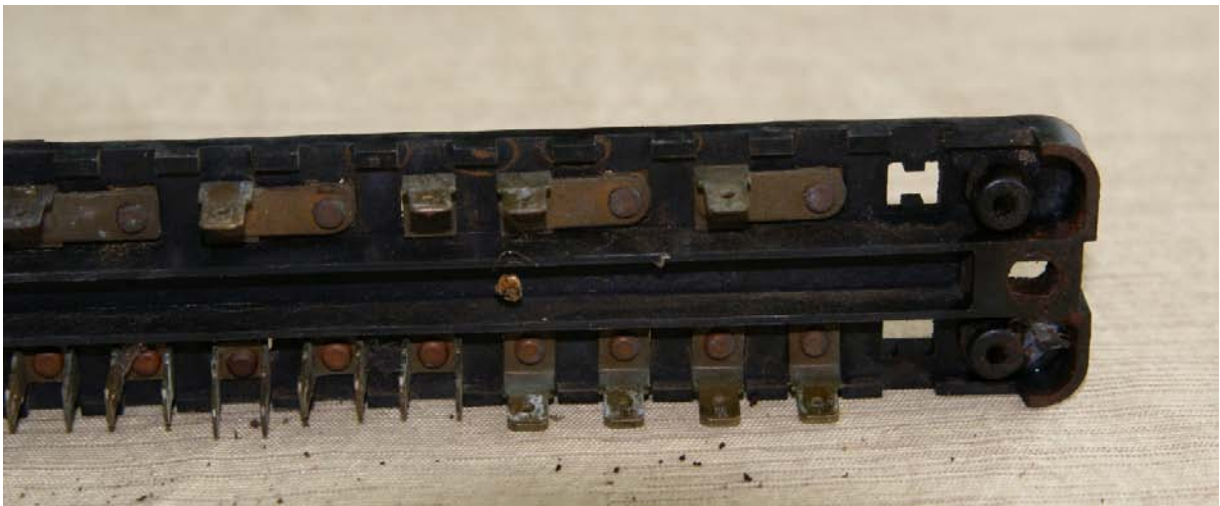
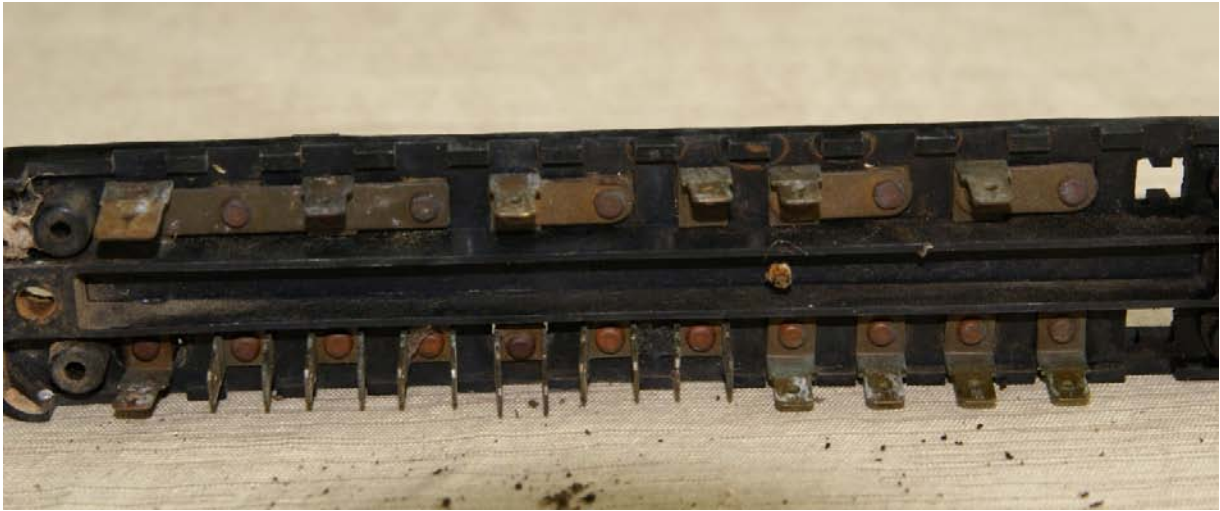






**I also wanted to make sure I got several good shots of the orientation of each fuse holder so I wouldn't be scratching my head saying "Now how does it go back together"?!?**



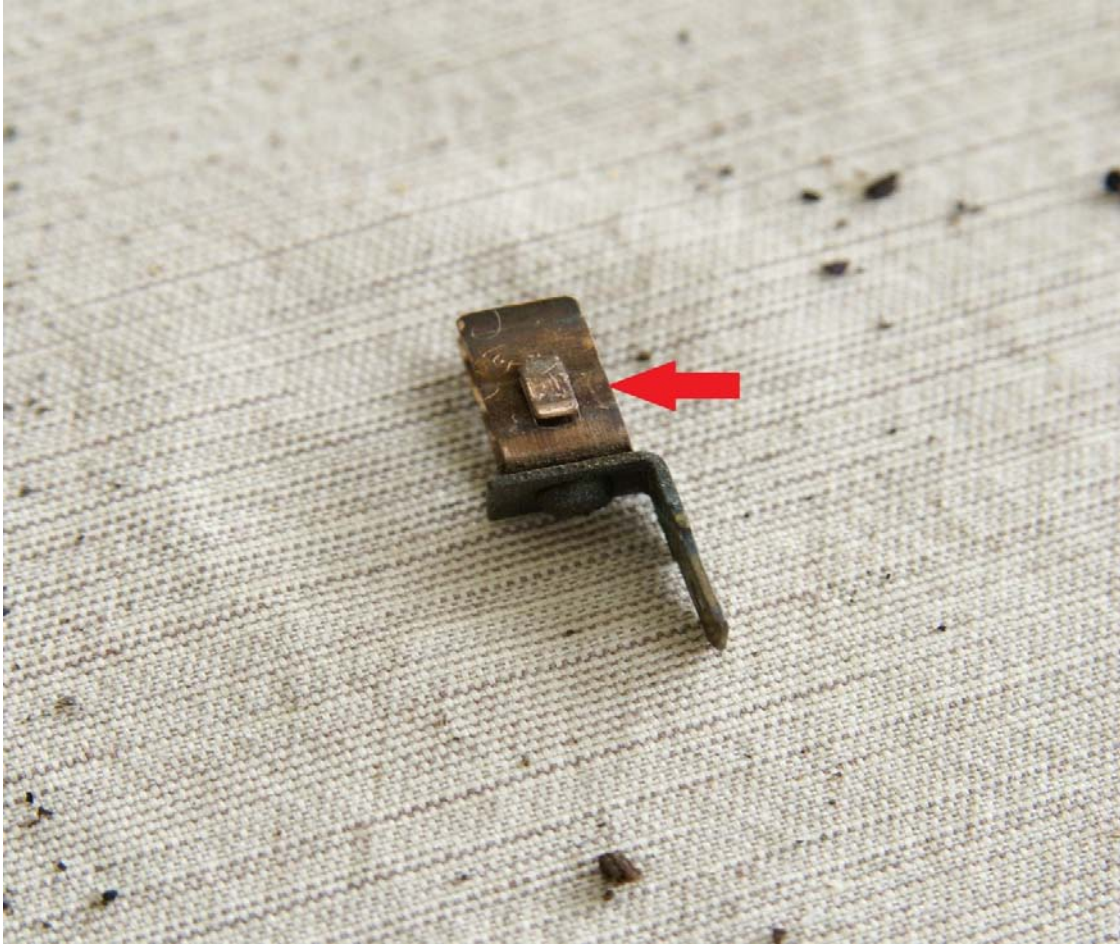


**Then I began with the disassembly**



**I found that it worked well to squeeze together each side until the little tabs on the fuse holder was out of its slot.**





**Here are the tabs on the fuse holder**

**And here are the ones on the fuse box**



**Once you get the tabs out of their slots with minimal pressure you can pull them**

**out**



**Warning!!!** Take care with the 4 section slot holder, I bent mine as I took it out, but it'll bend back just as easy, that is if it doesn't break. Just be

**careful.**



**The corrosion was bad in places**



**With all the fuse holders out I put them in the lemon juice for about an hour**



**I used warm soapy water and an old toothbrush on the actual fuse box and it turned out pretty well (You'll notice the one I had to leave in. It was melted in and I couldn't get it out. This is why I'm gonna replace it eventually)**



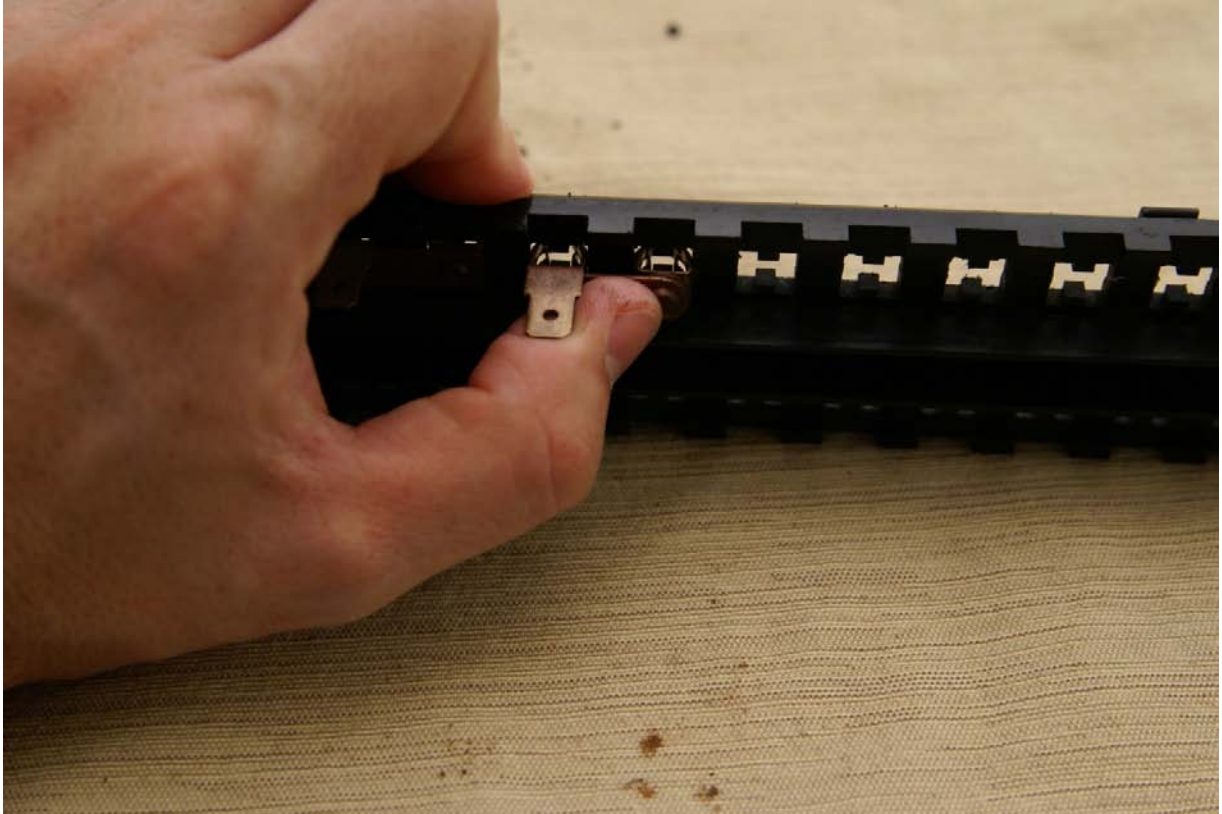
**For the last little detail bits I used a q-tip**



**Now the holders are ready to be put back in**



**With very little force the holders will pop back in place **Warning!!!** Here is another place where you must be careful or you'll bend the holders**





**All finished with new fuses**



**I hope this helps anyone looking to tackle this. If you'd rather just replace the fuse box Drummerforhire on LUVTruck.com gave me this <http://www.summitracing.com/parts/SUM-900173/?rtype=10> as a suitable replacement. I hope this helps. \_\_\_James Bates**

