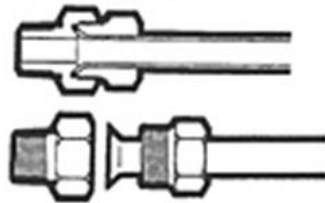




Chrome Fuel Line Installation

If you have ever purchased and installed a chrome fuel line for your carburetor, then chances are you may have experienced a small leak. The issue most times seems to be a slight drip of fuel at the point where the chrome fuel line meets a brass fuel bowl fitting. At this junction there is no gasket or o-ring to seal the fuel pressure. There is a simple connection called an inverted flare. This is the same type of connection in your braking system that has the ability to withstand *hundreds* of pounds of brake fluid pressure when you step on the brake pedal; so it is probably complete overkill to have it on a fuel system that will only see a maximum of 10 psi of fuel pressure! The point here is that this type of connection has been around longer than most of us are old; and the key to it working properly is the correct alignment of the inverted flare and the correct amount of torque being applied when tightening the flare nut.

Below is an outline that was compiled to share the proper method of installing a chrome fuel line. Though this may sound really elementary, any of us who have worked on our own hot rods have most likely experienced this same issue. Let's get started:



The above left photo is of a typical inverted flare fitting. As the chrome flare nut is tightened it pushes the flare on the steel line into the receiving flare at the brass connection point; spreading the torque evenly around the back of the steel line flare. This is demonstrated in the cutaway illustration to the right. There is no need for any type of sealing tape or paste with this type of connection!



Here is a picture of a brass fuel bowl fitting (SUM-G3119) that the chrome steel line threads into. Notice that there is a washer or gasket that seals this fittings connection to the body of the carburetor. Because there is a washer here, it is not necessary to use an extreme amount of torque or sealer to make it seal. Here comes the tricky part; an inverted flare fittings connection requires more torque to seal it than a gasket type fitting does. So, when the installer begins to torque the chrome nut, the brass fitting will begin to spin in the body of the carburetor and the installer most times will assume the correct amount of torque has been applied and stops' tightening the chrome flare nut before the proper amount of torque is applied and a fuel leak is born.



It is suggested that the installer start threading both chrome flare nuts into the brass fuel bowl fittings at the same time. This will insure that both ends of the chrome fuel line will be centered in their respective brass flare and will tighten up evenly.



Once the chrome flare nuts have been snugged up by hand, the installer should then use two properly sized wrenches and apply the final torque to this connection. By holding the brass fuel bowl fitting with one wrench, and then applying torque to the chrome flare nut with another wrench the installer will be able to stop any damage from happening to the gasket when applying torque to the chrome flare nut.