

1997-04 Buick Regal & 98-99 Olds Intrigue 3.8L Engine- Non-Supercharged

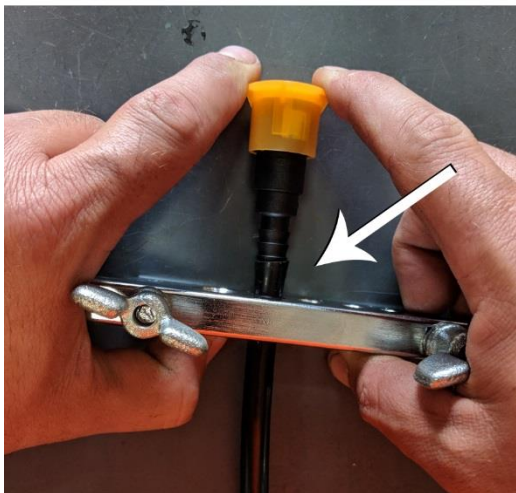
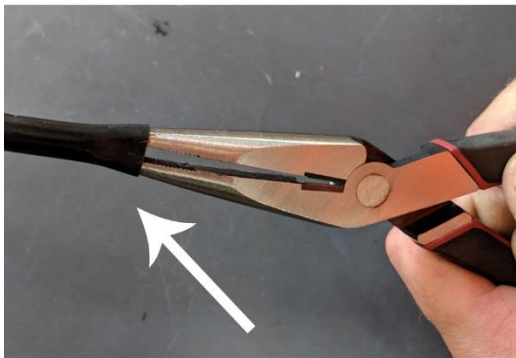
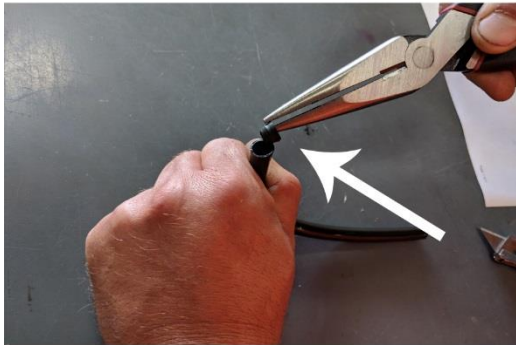
Nylon Fuel, Return & Vapor Line Replacement Kit using GF580 AC Delco Filter

Take time to read all the literature that came with this kit. All Flexible Nylon Fuel kits can be installed into the factory clips and clamps or you can use the new plastic ties that are provided in the kit.

1. Remove engine cover. And inspect the connection at the engine – if your car has straight quick connects instead of the 90 degree connects **STOP, STOP, STOP YOU HAVE THE WRONG KIT, CHECK PART NUMBER AND ENGINE TO MAKE SURE YOU HAVE THE RIGHT KIT THIS IS FOR 3.8L NON SUPERCHARGED.**
2. **Removal:** Disconnect the Main and Return fuel lines at the engine. To disconnect the fuel lines from the pump / sending unit, fuel filter or front engine lines, you need the disconnect tool (inline tube Part # TLF10) or similar. Find the GREEN capped emissions port. Some are in the front of the engine, & some are in the rear. Cut the Nylon line going into the emissions port, in the straight section of the old line. Remove all three existing nylon lines from bottom of the car.
3. **Install: Main, Return, Vapor Line:** The green tape line is the Main fuel line, the blue tape line is the return line and the white line is the vapor line. Start by tape all three new lines together. The main green line with the 90-degree quick disconnect, the blue return line with the 90 degree quick disconnect and the white vapor line with the black blue union nylon to nylon connector. Route them up from the bottom of the car, the same routing as the old ones. Once you pull them up through into the engine compartment you can remove the tape. Snap the ends into place on the engine. The vapor white line will be connected at the engine where you cut it off. Connect new line using the Nylon to Nylon connector black/blue plastic female push union. AFTER the line is routed cut the extra nylon line off and push into the nylon connector.
4. Run all three lines in the same routing as the existing lines toward the back of the car to the fuel tank.
5. **Main Fuel Line:** Install the new fuel filter (GF580) using supplied bracket and snap the new green fuel line coming from the engine to the fuel filter. Reuse existing line on the other side of the fuel filter.
6. **Fuel Return Line:** Run the new blue fuel return line from the engine to the fuel tank sending unit pump and snap the metal tube into the existing sending unit. Reuse existing clips or zip tie new line to existing lines.
7. **Fuel Vapor Line:** Run the white vapor fuel line in the existing routing and connect the metal tube to the canister on top of the fuel tank.
8. **Extra Parts:** 3 new quick disconnects are provided incase the old ones break or crack – to install see page 2.
9. Clean up the routing areas of lines – make sure the line is not rubbing on anything.
10. Apply the **“CAUTION FUEL LINE”** sticker to all new fuel lines so that future mechanics know this is a fuel line

IMPORTANT SAFETY INFORMATION

- Never smoke in or near repair bays or garages. Vehicles contain flammable and combustible fluids which can easily be set on fire if they come into contact with fuel.
- Make sure to drain all fuel lines or any component that may have fuel in it that can come in contact with spark, heat or flame. Do not work on vehicle while running or after being run or while hot. Let vehicle cool down for a couple of hours before working on fuel lines.
- Keep work areas clean and organized. Pick up rags and tools to keep work area clear and free.
- Wear protective gear at all times, as appropriate for the repair. (Goggles, gloves, respirator, etc.)
- Make sure fire extinguishers are easily acceptable and appropriate for all potential fire types. In the event of a fire, extinguishers need to be accessed quickly.
- Always disconnect the battery when working on fuel systems.
- Never work underneath a vehicle unless it has been properly supported. Raising the vehicle off the ground to access the underside requires verifying it is stable.
- Always remove the keys from the ignition switch. as the key can draw an electrical charge from the battery, there is a risk of electrical shock, and/or electrical spikes that may spark.
- Be aware of the vehicle's temperature before beginning any work. The engine, manifold, exhaust system, and radiator could be hot and can cause skin burns or fire.



- Cut old outer covering near the end of the fuel fitting barb. Leave 1/8" on to the existing barb and cut around it with a knife. Cut where indicated, this leaves a larger opening in the nylon to start the new quick connect. By leaving 1/8" the end is already expanded for the new fitting
- Remove the remainder of the old quick connect barb from the nylon tubing using long nose pliers. Clamp on and put it out.
- Using long nose pliers, flare out the opening of the nylon hose for ease of sliding in the new fitting or connector. (You may want to use a tube flaring tool to hold the nylon tube while working on it- leave 1/2" sticking out and stretch with long nose pliers.)
- Place Nylon hose into the tube flaring tool. You may want to lubricate the new connector barb with grease or oil before you push the new fitting into the nylon hose.
- Lines sizes
 - Main Fuel Line Green or 3/8"
 - Fuel Return Line Blue or 5/16"
 - Fuel Vapor Line White 5/16 or 1/4"