

## **2004-2007 Chevy Silverado & GMC Sierra Trucks**

### **Fuel tank to engine nylon fuel and vapor line kit – (NOT for FLEX FUEL trucks)**

**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.**

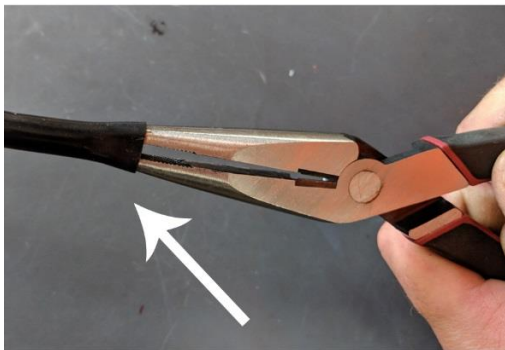
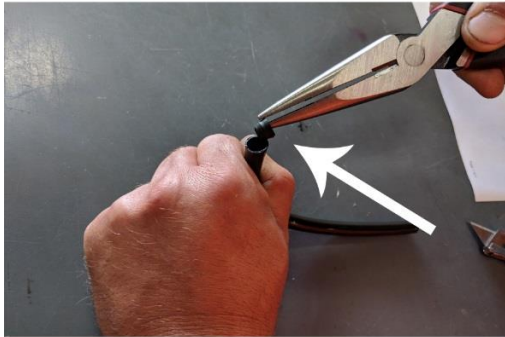
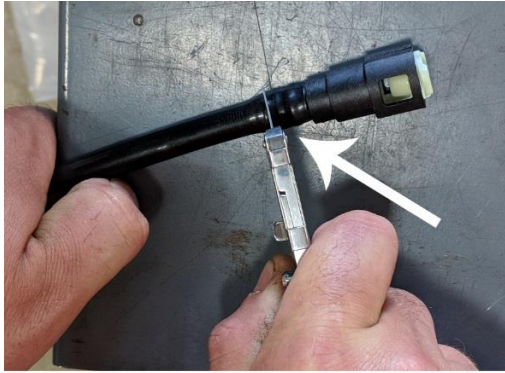
1. **Removal:** Prepare to remove the fuel tank. Remove fuel tank straps, Lower the fuel tank cut old nylon fuel lines on fuel tank, so that you do not damage or break the ends of the pump. Do not pull on existing lines, this may snap or damage the connection points at the fuel pump assembly. Remove gas tank. 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. You can remove the old fuel lines from the clips and reuse them or zip tie new lines to the side of the old lines. **OPTION 2 DO NOT REMOVE FUEL TANK:** an alternative is to bend the heat that runs down the side of the tank to get at the connections. Remove the top the main fuel line in the front of the tank and also bottom vapor line the same way. Remove old lines from clips and brackets and disconnect main fuel line at engine using tool TLF10 and vapor line at charcoal canister.
2. **Main Fuel Line:** We are working from the fuel tank forward. Take the green fuel line with the 90 degree quick connect and the metal tube sticking out and either connect the 90 degree quick connect directly to the pump or use the metal double end tube to connect to existing flex fuel line. Route the line forward using existing clips or zip tie to the existing lines. You can run the line up to the engine and connect with the steel female quick connect directly to the engine. Option 2 use the brass nylon to metal line union and find a good clean spot in the existing metal line and cut and install brass union jointer.
3. **Vapor Line:** Take the white fuel vapor line with the 90 degree quick connect and the metal tube sticking out and either connect the 90 degree quick connect directly to the pump or use the metal double end tube to connect to existing flex fuel line. Route the white fuel vapor line to the front, utilizing the existing clips to the engine compartment, cut to correct length and splice into old quick disconnect on the charcoal cannister. With the short piece of rubber hose and the pinch clamps.
4. Clean up the routing areas of lines – make sure the line is not rubbing on anything.
5. Apply the **“CAUTION FUEL LINE”** sticker so that future mechanics know that this is a fuel line.
6. Start the truck and check your work by looking for leaks before driving the vehicle. Hook up electrical connections.

### **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.

## Replacing Quick Connect

NFR0016



- 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