

J2 TECHNICAL ARTICLE

Number 86

From Octagon Heaven

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THE FUEL LINE - PETROL TANK TO PETROL LIFT

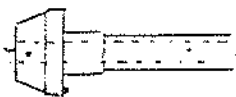
The fuel line from the top of the petrol tank to the petrol lift is made up of six pieces. There are two short fuel lines joining the main feed and the reserve feed at the top of the tank to a control valve. From the valve another short piece of fuel line transports the fuel to a third fuel line at the right chassis rail. This longest fuel line (approximately 4'6" long) carries the fuel to a point just ahead of the brake cross shaft there the fourth and final fuel line carries the fuel on forward to the bulk head support, up the bulk head support and a few inches in to the petrol lift. All five of the fuel lines (petrol pipes) are made of copper and are mounted on the car unpainted. Many people have chrome plated the two short pipes and the valve on top of the tank but originally they were unfinished copper tubing, and the valve was unfinished brass.

The three main pieces of fuel line are joined with unions. All flared ends and fittings are of the same style as used on the later T-series fuel lines.

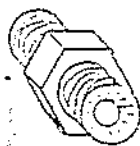
Refer back to technical article number 84 to see the three clips which mount the long line to the chassis rail, and the shorter front pipe to the rail. Two other small clamps are used to secure the front line to the bulk head support.

For detail views of the fuel lines (petrol pipes) see the "The Instruction Manual" pages 4 (front view) and 7, 8, & 9 for the rear view.

The fuel line from the control valve on top of the tank to the union at the rear of the chassis is routed down the right end of the petrol tank. (see page 8 of the "Instruction Manual".



Petrol pipe flared end



"union"



Clamp used on
bulk head location
(finished is unpainted brass)