

## 1997-2005 – S10 2Door – Chevrolet Blazer – GMC Jimmy – GM18D

### Main Fuel Line, Return Line & Vapor Line Replacement

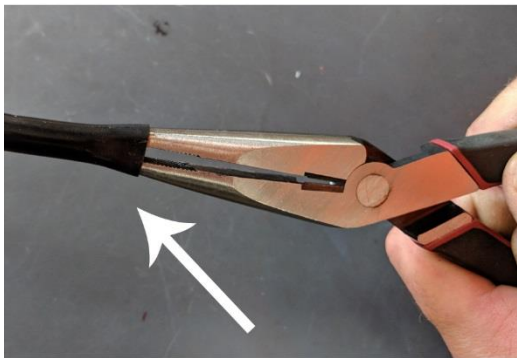
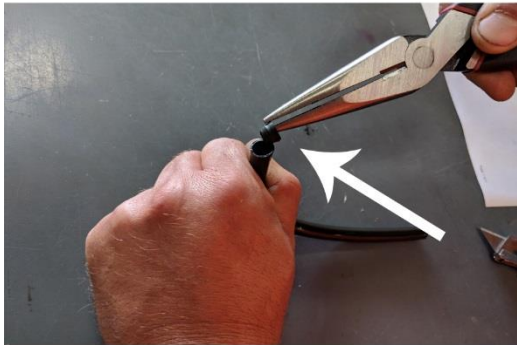
1. **Remove:** skid plate and bottom gas tank straps. Cut old nylon fuel lines on front side of tank, so that you do not damage or break the ends of the pump. Do not pull on existing lines, this may snap or damage the connection points at the fuel pump assembly. Remove gas tank. To disconnect the fuel 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.
2. **Main Fuel Line / Return Line:** Find the main fuel green line in the new nylon kit and snap the angled female quick connect onto the sending pump unit. Repeat this process for the blue line snapping the angled female onto the sending pump unit. Also repeat this for the white vapor line. Now you are ready to install the tank back in the truck the same way you took it out. Don't forget to connect all electrical connections, and filler hoses.
3. **Main Fuel Line:** Run the new green main fuel line in the same routing as the existing line connecting from the fuel tank to the fuel filter. You must reuse the existing front line that will snap into the new filter.
4. **Fuel Return Line:** Run the new blue fuel return line in the same routing as the existing line from the fuel tank to the front engine hose assembly and snap into place.
5. **Vapor Fuel Line:** The vent line is the center line on the pump, trace it to the charcoal canister in the left rear wheel well, Use TLF10 Tool again to remove the line from the canister. Install the new one in its place.
6. Clean up the routing areas of lines – make sure the line is not rubbing on anything.
7. Apply the “**CAUTION FUEL LINE**” sticker so that future mechanics know that this is a fuel line.
8. Start the truck and check your work by looking for leaks before driving the vehicle.

### **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 accessible 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

NFR0005



- 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"