

Category: 3.12. Systems

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It's the last day of the year and what else would a man do on such a day as spending some quality time in the workshop.

Here's a picture of how I'm straightning the 3/8" fuel line. Just clamp one end in a vise and using gloves, pull real hard on the other side. It will straighten out easily.

I saw people also cutting it then, clamping it with some pliers from the other end and then tapping on the pliers with a hammer.



Anyway... back to where we left of. Making the inner fuel line for the right side tank. This lines has to be a mirror image from the left side so I'm using the other piece and tried to copy the same bends. Bending the opposite way off course for the line going up. This was a very good approach as I could also fabricate that one from the first attempt.



Here's a shot of a finished flare. As I said in earlier posts. Sand and deburr these very carefully before attempting the flare. You don't want to spoil a piece where you spend blood sweat and tears on bending and finally get a crack on the flare.

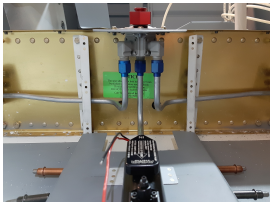
What I usually measure is if the flare and sleeve have the same width.



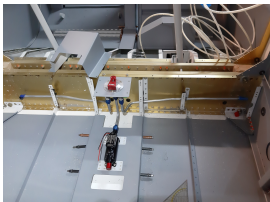
The flare cannot be wider than the sleeve, otherwise you won't be able to get the nut over. When my flare is finished, I also use some 1000 grit sandpaper to give it a final little rub in the top of the flare as this tends to feel rather sharp. Also, inspect the finished part well with a magnifying glass looking for small cracks in and out.



In the next shot, the passenger side line is also installed on the Andair fuel selector.



As you can see, the lines end in the last outboard bay, that's where I will connect the outboard and inboard line using some AN815-6D for the 3/8" lines.



A side shot of the fuel selector connections. All nice and straight, no tention getting it on.

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