

Hardline Kits From Airkewld

Hardline kits are installed easily if you have the correct tools. You will need the following;

- Vise grips
- 37 degree flaring tool
- Tubing cutter
- MM or ruler gauge
- Grease crayon or sharpie
- Uni-bit or debur tool
- Teflon tape or white thread sealant
- Level

The hardline kits come with all the parts you will need to plumb the engine compartment. The stainless steel lines that are pre cut long to fit most configurations.

1. Removal of old lines. Take a pair of Vise grips and pinch the line coming out of the gas tank to the chassis. Remove the air cleaners. Remove the clamps holding the lines onto the carbs and remove the entire gas line configuration.
2. Next, we need to remove the OEM gas eyelets off of the carbs. This includes banjos for the early Delortto's and IDA's. You will need to reuse the banjo bolts on the 7mm Delortto's.
3. Install the new AN fittings in place. You do not need to install any sealant here.
4. For mock up, install a tube sleeve into a B-nut and screw onto the carb fitting. Take one of the 90 degree bent pieces of tubing and place it on top of the fitting to judge how close to the firewall you need to go. Take in consideration if you have a doghouse shroud and that gap is pretty tiny. With a grease crayon, mark the tubing to be cut at the carb.
5. Using your tubing cutter, cut the line. Remove the tube sleeve and B-nut off the carb.
6. Slide the B-nut on then the tub sleeve. Place the line into the jaws of the flaring tool with 1/8" protruding out. Tighten and flare the line. Remove the tool from the line, slid the tube sleeve down until it touches the flare. The flare and the taper should be perfect. If it is, slide the B-nut down and install onto the carb. Using a level, hold the line level and tighten the B-Nut.
7. If you want to use the original gas entry point in the front most tin, we will now need to install the bulkhead fitting. The hole is slightly smaller then it needs to be to fit perfectly. Using a Uni-bit, you can enlarge the hole to allow the fitting to push through and be fastened with the supplied AN nut. A debut tool can open up the hole if a Uni-bit is not available.
8. Make sure the 90 degree elbow is going straight up and secure using the level.
9. With the supplied 5" straight piece of SS tubing, flare one end as mentioned in Step 6. Install the tube sleeve and B-nut and snug. The line should be level straight up and down.
10. With the supplied AN tee, place it at the intersection of the two lines. Mark the two lines at the end of the flared edge, not the beginning, but where the flare turns into threads.
11. Remove both lines and cut. Slide the B-nut and tubes sleeves on and flare. Then connect to make the union. Only tighten snug at this time.
12. Repeat steps 3 & 4 on the other carb.
13. Take the supplied gauge adapter and gauge and get it ready to assemble. Apply a thread sealant onto the male threads on the gauge and tighten into the gauge adapter.
14. You will notice a gap between your fan shroud and the carb that will make viewing this gauge ideal. Place the gauge in this location and mark at the end of the flare edge.
15. Trim the line that you marked and install a B-nut and tube sleeve and flare per usual.

16. Install the gauge adapter onto the carb line and tighten snugly. Make sure you keep the line level.
17. Take the long straight SS line and flare one side. Install a tube sleeve and be nut and install on the tee on the driver's side. This line will run across the back of the fan shroud and should intersect to the gauge adapter. Mark at the far edge of the AN taper.
18. Remove the line and cut at your mark.
19. Install a B-nut and tube sleeve and flare.
20. Install the line to check fitment. If everything fits nice, tighten all fitting down, nice and tight. Do not over tighten.
21. You will need to create a flex line from the bulkhead fitting to the chassis to complete the fuel line install. We hope to have this as an option int he near future.
22. If you have an electric fuel pump, have some one turn it on and check for leaks. Re-check connections if leaking. I like to place my finger under each connecting to see if it leaks. Once you are leak free, enjoy.