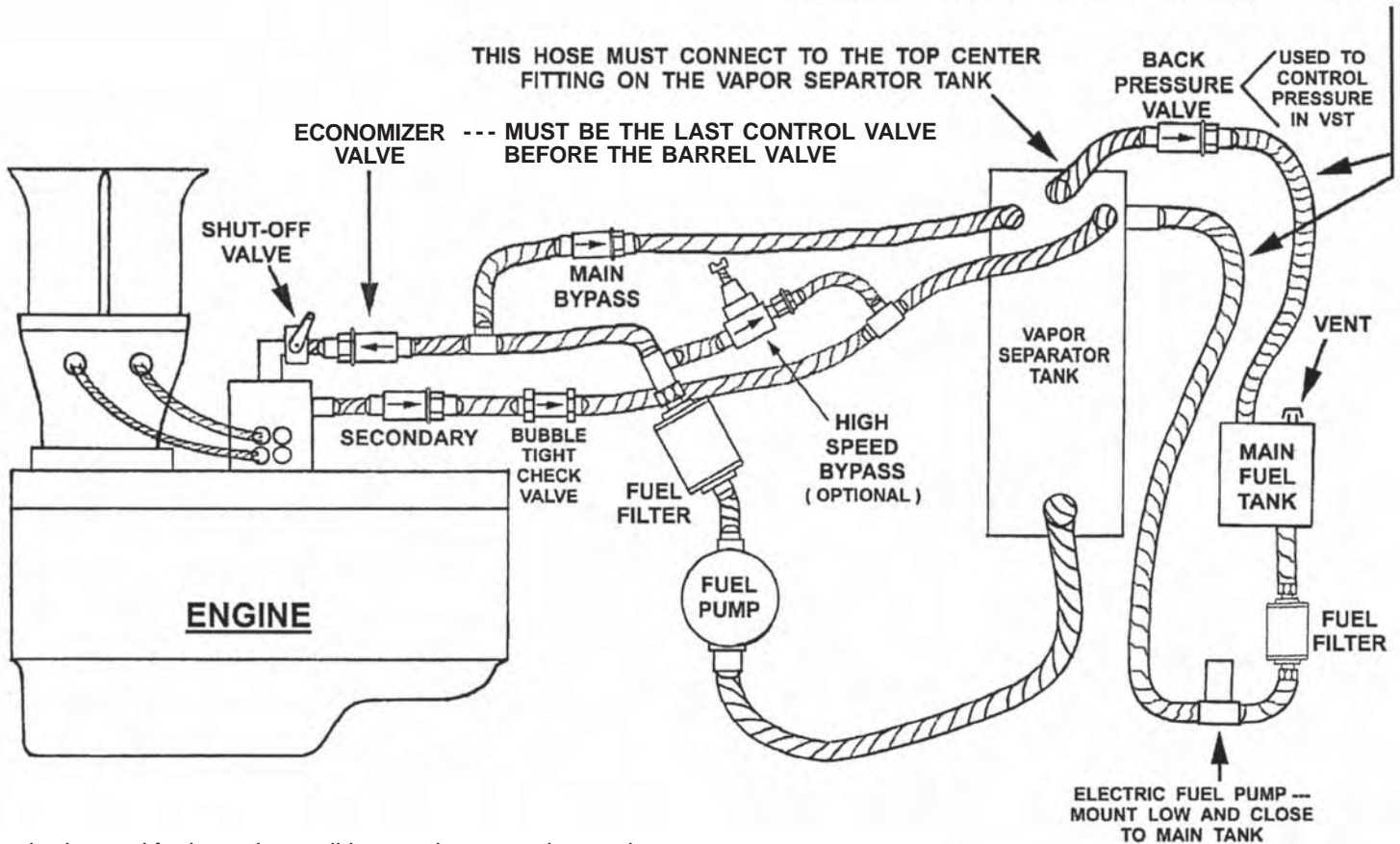


KINSLER VAPOR SEPARATOR TANK (VST) SYSTEM - CONTINUED -

PLUMBING SCHEMATIC

IF BOTH OF THESE RETURN HOSES ARE LESS THAN FOUR FEET LONG, 6AN HOSE IS OK. IF EITHER ONE IS LONGER THAN FOUR FEET, 8AN HOSE MUST BE USED ON BOTH.



To obtain good fuel supply conditions to the pump, locate the VST as high as possible, but don't locate the top of the tank above the level of the nozzles unless you have a bubble tight shutoff just before the barrel valve that you use every time you shut off the engine. See FUEL TANK CONSTRUCTION AND LOCATION Pg. #179.

Locate the mechanical fuel pump as low as possible to obtain best fuel supply conditions.

To protect the fuel pump, strain all the fuel as you fill the tank; use a filter funnel. See FITTINGS AND BUNGS Pg. #182.

Do not use a paint strainer or rags to strain the fuel as they give off lint, which plugs the nozzles.

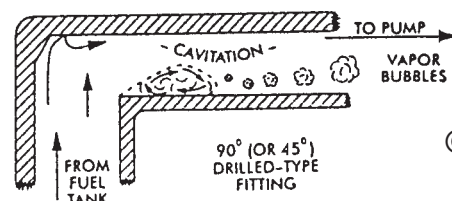
For pump inlet hose size, see MECHANICAL PUMPS Page #102.

A proper coarse screen filter may be added on the mechanical fuel pump inlet hose to protect the pump, see FUEL FILTERS Pg. #163 and #166.

NEVER put a fuel shutoff valve in the fuel pump inlet hose --- put it in the hose going from the pump to the barrel valve. See SHUT-OFF VALVES Pg. #167 - #171

For tank vent size see FUEL TANK CONSTRUCTION AND LOCATION Pg. #180.

NEVER use a "drilled block of metal" type angle fitting on ANY pump inlet hose... where the drilled holes intersect there is a razor sharp edge that promotes pump inlet cavitation. The best solution is to make gentle bends with the hoses. If you have a really tight place, use a bent tube type hose end fitting.



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