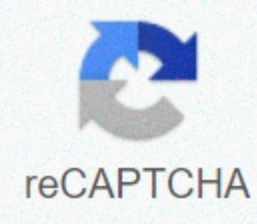




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Fuel line removal tool oreillys

The fuel line separator is an essential part of the removal of fuel lines! This tool makes quick work of removing the fuel lines from the tank fuel pump. Removing the fuel line(s) must be replaced with a fuel pump and makes the replacement out of the fuel filter quick and easy. Comfortable scissor style design works with both 3/8 and 5/16 fuel lines, meaning this one-tool can work either back or back without the style of MasterCraft fuel pumps. If you do not have this tool you will need it to replace the tank fuel pump!!! View AllClose Image is not availableColorful: Hey all, I've been trying to remove two fuel lines quickly by breaking down the top of the fuel pump in my '98 Explorer with no luck. I've tried everything I can think of- a metal drag device, PB Blaster, several methods of trying to take it off, etc. I'm not sure if I'm just not doing it correctly or if I have a problem with the line. Any tips? Join the Elite Explorers for \$20 per year. He's getting rid of the ads! New \$5 a month try out option. Explorer Forum has probably saved you that much already and will continue to save you money as you learn how to diagnose problems for yourself and learn which modifications to make without attempting on your own. Elite Explorer members don't see ads, they don't see banner ads, they don't have double underlined links, they can add their own profile photo, upload photo attachments to all forums and the Media Gallery, create and save more private conversations, and so on. Join us today. The best I can offer you luck was switching to 2 lysle brand tools. There is a set of each white sleeve and a multicolored set consisting of a pull tab at the end of each one. Then there's a lot of patience. It seems when you squeeze the connector while inserting the tool gently, while the tongue is only better makes it pop out. My inlaws Mounty had a connector which the previous owner tried with a set of vice grips. Even if the line was replaced and the old one was taken to a bench, we couldn't get the connecting finger to let go. The outer ring of the female side is distorted enough to destroy it. Avoid grabbing that thing on any device if you can. I had the same problem with a Ranger fuel pump. From memory from here, but there may be a clip on one or both lines. The clip must be pulled out or pulled out with a screwdriver tip. After releasing the clip, the lines are easily separated. At least it was mine.... 2000 Sport 4x2, 4.0 ohv, 5R55E w / Superior shift kit, 3.55 diff, Mazda truck alloys / BFG TAs, RoadMaster Active suspension, EE anti-sway bar, F & amp; amp; R poly-rims, camber kit, Rancho Hooker Aero Chamber Muffler, Mediumwood Wedge Blue..... Bought another 2000 Sport (God help me), 4.0 ohv auto, 60K actual miles, Cragar SS Alloys/BFG TAs, AAL, EE anti-sway bar, Gibson cat-back, Harvest Gold, GT leather interior. They also get to get Corroded. Using this tool is the best bet. I have questions about both the fuel filter and the fuel-line connection in the engine compartment. The springs/clips that keep these stubborn, especially when corroded. I hit this with a lot of PB Blasters. Be sure to press in to clear the spring/clip before you pull it apart. You're going to have to push in to shut down if that makes sense. I had to change the supply lines in the engine compartment because I couldn't take that off. It's probably not possible to use a fuel filter. Any day now, I'd be taking a simple stainless steel hose clamp through these. First... The right tool! Quick-delimiter tools have two styles. One Autozone carries only index finger tabs that push to not apply equal force to both internal springs, O'Reilly has two tabs index and middle fingers. Use pb Blaster (which no longer includes spray straw) or WD-40 version (the rotating tube - not so messy) to loosen the grunge. Feel how your device works. Try to easily get the fuel filter under the driver's side rail right behind the wheel as well. Sometimes here's a separate click, or you feel like you snap back or nothing is noticed at all. Safety fastening saddles pop out with screwdrivers or pin-toed clamps. You may not hear a click, or you may not feel a click when you push it back. Just a quick update: I knew the smaller fuel line was broken (somehow) but still can't get the bigger one down! So far I've tried two different devices, including both 3/8 and 5/16 plastic rings from Harbor Freight (Pittsburgh Item #97576), and a rather odd looking 3/8 and 5/16 combined metal device (Autocraft Item #AC522). I've used both WD-40 and PB-Blaster, both with a straw, let the connector soot overnight, and repeated this process three times-all while using several methods of trying to remove the lines, including pushing both the fuel line connector and tool together, and then trying to pull the line off. I also tried to remove them both with and without rubber gloves, and both twisting and without. I also checked the connectors to see if there were any signs of damage from previous removal attempts, and I couldn't find them. You still can't get the last plug off! Are there other tools worth trying that I haven't used yet? ... And have you heard of anyone with a fuel line connector mod, say, a sheet style connectors? It would be a lot easier to take it off for sure! I followed this thread a little bit. And I'm sure you tried everything according to his voices. So here's what I did the first time. And within 30 minutes, I was successful. I left the filter in the clip. It's easier this way. I noticed that plastic adapters or types of metal. I don't like the idea of plastic because it bends/deforms and I've heard those pleyer types can bend a lot as well as reviews online. Online. I recommend metal too like these: I'm not saying to go buy them or autozone is that I just heard good things about them here and they worked for me. I just pushed the tool in. I let the clip keep the filter from slipping. And he was able to push and then pull the line. But I didn't get it first. I hope this helps somehow. Fisher, you're talking about the line that runs from the fuel pump unit on top of the tank, right? I'm pretty sure you're going to have to pull out a locking tab on the train before it splits. I had to consider this for a long time before it became apparent how it was coming apart. No tool was required, the line simply pulled off after releasing the locking strap... 2000 Sport 4x2, 4.0 ohv, 5R55E w / Superior shift kit, 3.55 diff, Mazda truck alloys / BFG TAs, RoadMaster Active suspension, EE anti-sway bar, F & amp; amp; R for poly-rims, camber kit, Rancho shocks, Hooker Aero Chamber muffler, Mediumwood Wedge Blue..... Bought another 2000 Sport (God help me), 4.0 ohv auto, 60K actual miles, Cragar SS Alloys/BFG TAs, AAL, EE anti-sway bar, Gibson cat-back, Harvest Gold, GT leather interior. Get your own with a couple of snaps of your connection devices. (metal) . Spray on the side of the connector Blaster. or B 12 Use an air nozzle to blow out rust and crumbs. While twisting, push the appropriate tool into the connector. Try to twist the connector. As mentioned above, do not use a catch or channel lock on the connector. Good luck to you. I knew the smaller fuel line was down (somehow) but still can't get the bigger one down! Are you talking about those two parallel fuel lines on top of the fuel pump? They're the same size on my '96 and '000 Explorers. BTW has five lines to pull out - the filler and return lines (of course) which make friction suitable, the two quick pulls we're talking about, and a fifth push-tab drag line on the passenger-side, front-end of the tank. Hey all, I just wanted to make some comments to get rid of the

confusion: So far I've disconnected the electrical connector, the filler neck hose, the return wire hose, and one of the quick disconnects that connect the lines running parallel out of the top of the fuel pump. I also removed the metal clips from the tops of each fast down connector in advance. Each fuel line quickly breaks down into distinctly different sizes- I measured the width of both lines myself. One is 3/8 (one that I'm having issues with) and the other is 5/16. My new fuel pump assembly also has these two different size lines. Not sure why some report that both lines are the same size, maybe something different year after year? Fuel lines also require fast isolating and not just slide down- I checked the pull connector so that I could get off the tool and there are 3 metal forks to keep the connector coming out. I have already tried PB Blaster, twisting/sliding/pulling, releasing pressure from the fuel tank via a schneider valve in the engine compartment, etc. I also did not use wrenches, pliers, channel locks, etc., and I don't even plan and there is no sign of damage on both lines. Here are some of the pictures I'm dealing with: N03/albums/72157683493497056 Thanks to everyone for their help! Yes! Yes! Yes, that's it! I finally took off the last plug! And I think we've found out why we were having such a hard time: A quick down tool should enter the fuel line connector while being so close to the fuel line as possible and then expand outwards to push the forks to the outside of the connector. It's, Unfortunately, it's a little hard to do, but I found a way to disconnect this double-sided AutoCraft device (#AC522): Step 1: Insert the tool into the fuel line connector that you want to disconnect (let's say we're pulling out the 5/16 fuel line using the 5/16 side of the device) Step 2: Press a pair of nose pins on the other-sized hole in the tool (in this case, the 3/8 hole). This causes the other end of the tool, on the 5/16 side, to be also outward, while inside the fuel line, creating metal forks to secure the line onto the fuel line that is pushed outside toward the fuel line connector, thereby releasing them. Step 3: Push the tool surface on the side of the tool where it disconnects the fuel line to compensate for the force exerted by the needle nose pliers - try to push the fuel line directly, without an angle. Step 4: Wiggle and twist both sides like there is no tomorrow! And that you have to do- fuel lines, which are actually (fairly) quickly down. Thank you for your advice. I'm struggling with a larger hose at the fuel pump... I'm using the Lisle 37000. I just bought the tool style recommended, I'll get it next week and try it. Fingers crossed. brake clean/carb cleaner and compressed air there before the PB blaster can help remove any crud/sand/dirt They are like a Chinese finger puzzle..... press the assembly together, then insert the tool completely and try to pull it apart. I have all the styles of disco tool known to man, there is a whole chick with fast fitting disco tools. Plastic, metal, all make and model. Once in a while you get one of these fuel lines that you just refuse to fall apart. Sometimes when that happens, the cover of a sharpie pen comes in really handy. You see the sharpie caps are tapered (skinny top, wide bottom), so cut them down to the exact size you need to make an opening so they fit openly on the line and push that baby there..... it has my butt is a one or two. The best way to be stubborn is to find over the years to clean them first... not only spray blaster and come back tomorrow, but I mean CLEAN brake clean/carbohydrate cleaner and compressed air, you can pick if you need to. Now put the blaster there to help lubricate the spring as it slides up the plate tool. As I told PRESS the lines together, hold them together as you press the tool some tools you can also use channel locks to help you press deeper..... Then pull the wire off the pump/filter/other line... Like a Chinese finger puzzle Here's an image of the inner/contact points of the line (the fuel filter ... surely the same / very close) ... as you can see, you must simultaneously release the four teeth if it helps anything..... this is very time consuming using my plastic release tool... at one end came down relatively quickly ... The other took an eternity and a lot of coercion ... you're not alone Many of you have to deal with these connectors over the years, which I've had to destroy as much as 2 to get off, there's no other way to make sure they don't fall apart. Then you need to repair the line and a new assembly. No one should have dealt with these, the old style was much better!! Small plastic tweezers, pull out, line coming off these things were created by the devil himself Big News! I bought the scissors type device and it worked. Yes! Thank you for your advice. I'm struggling with a larger hose at the fuel pump... I'm using the Lisle 37000. I just bought the tool style recommended, I'll get it next week and try it. Fingers crossed. Join the Elite Explorers for \$20 per year. He's getting rid of the ads! New \$5 a month try out option. 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