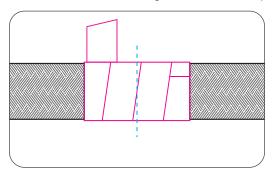
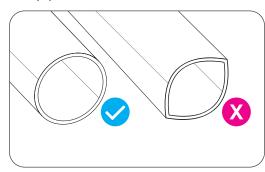
CUT FUEL HOSE TO SIZE:

When cutting the PTFE fuel hose, we recommend you use a metal cutter, an angle grinder with a metal disc, a hacksaw, or any other kind of mechanical cutter that does not pinch the fuel hose. It is possible to use a hose cut plier, but this will affect your assembly in a negative way as the inner Teflon (PTFE) liner will get deformed.

Measure the fuel hose to your wanted length, do not forget to account for the length of the acquired hose ends and fittings before you make the cut. Put some electrical tape around the hose in the location where you want to make the cut, this will make sure that the nylon and stainless steel braiding will not open up more than needed when cutting the hose.

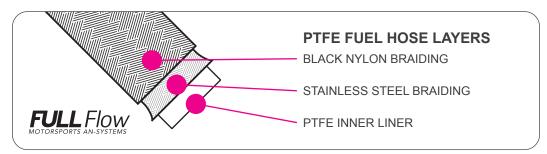
Make sure that the inner liner still has a round shape, and make sure that the cut is straight and without tears and cuts into the liner. Use the additional heat shrink to fixate the nylon braiding after assembly to minimize the risk of threading over time. Be careful when cutting the fuel hose to avoid personal injury.





OPEN THE STAINLESS STEEL BRAID TO FIT THE OLIVE:

Peel away some of the nylon braidings and trim away a few mm with a sharp knife or a scissor. Then open up the stainless steel braiding so you make room for the aluminum olive insert. You can trim the stainless steel braiding a few mm with a nipper if you need to, this will give you a more easy assembly. Make sure no stainless steel thread covers the thread when tightening the hose end socket.



Specifications

FULL FLOW BLACK NYLON PTFE FUEL HOSE:

The Nuke Performance Full Flow black nylon PTFE fuel hose is compatible with Nuke Performance PTFE specific hose ends series. Available in AN-6 / AN-8 / AN-10 / AN-12. Part series # 810-01-106 - 810-18-112. Safe for all types of fuels and oils. Also suited for brake liquid, coolant, water, and oil. The PTFE hoses have a conductive inner PTFE liner that prevents electrostatic discharge. For more information, visit www.nukeperformance.com.

Part # *	AN	INNER Ø	OUTER Ø	OPERATING PRESSURE	BURST PRESSURE
820-02-*06	AN-6	8.20 mm (0.323")	11.15 mm (0.439")	205 BAR (3000 PSI)	680 BAR (10000 PSI)
820-02-*08	AN-8	10.59 mm (0.417")	12.75 mm (0.502")	170 BAR (2500 PSI)	550 BAR (8000 PSI)
820-02-*10	AN-10	13.59 mm (0.535")	16.35 mm (0.641")	130 BAR (1900 PSI)	410 BAR (6000 PSI)
820-02-*12	AN-12	16.25 mm (0.639")	19.30 mm (0.759")	90 BAR (1300 PSI)	350 BAR (5000 PSI)

^{*} the asterix indicates the length of the pre-cut hose in the package. For example of 1m AN-6 fuel hose, 820-02-106. Available in pre-cut length of 1/2/4/6m

To avoid accidents, all hoses, regardless of type/model, should be pressure tested before use. Leakage can easily occur if the hose is not fitted correctly. Always be extra careful when handling any type of fuel.

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ПИР ІИЗТАГАСІОЙ ІИСОВЯЕСТА. SPONSABLE DE LOS DANOS CAUSADOS POR NECESARIO EL FABRICANTE NO SE HACE RE-TES, DAÑOS MATERIALES Y LESIONES PERSO-NALES, LA INSTALACIÓN SÓLO DEBE SER REA LIZADA POR EXPERTOS, CERCIÓRESE DE UTILI-ZAR SIEMPRET PODO EL EQUIPO DE SEGURIDAD PERSORADO. ES PROBABLE QUE SE PRESENTEN ACCIDEN-CAUSAR SERIOS DAŬOS TANTO AL PRODUCTO UNA INSTALACIÓN INCORRECTA PUEDE



CANT NE PEUT ETRE TENU POUR RESPONSABLE EN CAS D'INSTALLATION NON CONFORME. MENTS DE SÉCURITÉ NÉCESSAIRES, LE FABRI-LINSTALLATION DOIT UNIQUEMENT ÉTRE EFFECTUÉE PAR DES EXPERTS, ASSUREZ-VOUS BLESSURES CORPORELLES SONT POSSIBLES, ACCIDENTS, DES DÉGÈTS MATÉRIELS ET DES DUIT ET LE VEHICULE, PAR CONSEQUENT, DES NOONER DES DOMMAGES SÉRIEUX SUR LE PRO-



AKTIG INSTALLATION. SAKERHETSUTRUSTUING. TILLVERKAREN AN-TER, SE TILL ATT ALLTID ANVANDA NODVANDIG -ATIONEN FAR ENDAST UTFÖRAS AV EXPER-DOK OCH PEKSONSKADOK MOJLIGA, INSTAL-ETT RESULTAT ÅR OLYCKOR, EGENDOMSSKA-ETT RESULTAT ÅR OLYCKOR, EGENDOMSSKA-FELAKTIG INSTALLATION KAN ORSAKA ALLVAR-



HERSTELLER HAFTET NICHT FÜR SCHÄDEN DURCH NICHT FACHGERECHTE MONTAGE. FACHPERSONAL MIT DER NOTWENDIGEN BER SICHERHEITSAUSRÜSTUNG ERFOLGEN DER DEK EINBYN DYRF NUR DURCH GESCHULTES SYCH NND PERSONENSCHYDEN MOGLICH ENTSTEHEN, INFOLGEDESSEN, SIND UNFALLE, SCHWEKE SCHÜDEN VN BKODNKT NND WÖLOK BEI NNSYCHGEWÜREK INSTYFLETION KONNEN



PERTS. MAKE SURE TO ALWAYS USE ALL NE-CESSARY SAFETY EQUIPMENT THE MANU-FACTURER IS NOT LIABLE FOR DAMAGE CAUSED BY IMPROPER INSTALLATION LATION MAY ONLY BE CARRIED OUT BY EX-AND PERSONAL INJURY ARE POSSIBLE INSTAL AS A RESULT, ACCIDENTS, PROPERTY DAMAGE NO DAMAGE TO THE PRODUCT AND VEHICLE.



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product is intended solely for motorsport use.

tor now the installation is carried out, nor for any damage or accidents that may occur. Please note that the use of the By installing the product, you accept the conditions set by the manufacturer. The manufacturer accepts no responsibility

NUKE PERFORMANCE CONDITIONS:

Legal and conditions / Safety disclaimer







Information:

For more information about our brand, our products, our history. our dealers, our conditions, and technical documentation, visit www.nukeperformance.com or contact your local dealer.

Make sure to use lubricant before tightening fittings and always use extra care when handling any kind of fuel. All of our products are installed at your own risk and could damage your equipment, engine or vehicle if not properly installed.

For motorsports use only

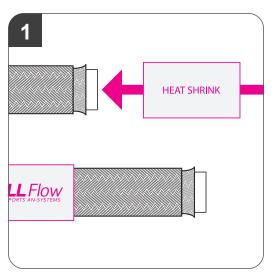
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Product Manual

Full Flow PTFE

Black Nylon PTFE Fuel Hose 820-02-106 - 820-02-612 Full Flow PTFE Hose End Fittings 810-01-106 - 810-18-112

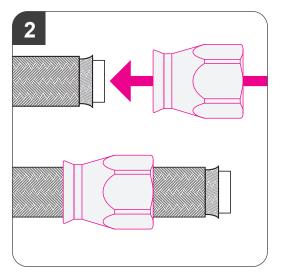
SWEDENSUÉDESUECIASCHWEDENSVERIGE



ADDITIONAL HEAT SHRINK:

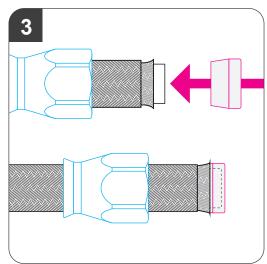
For optimal function and finesse, use the associated heat shrink tubing at each hose end. The heat shrink prevents the nylon braiding from threading up and you retain optimal function, appearance, and serviceability.

Additional AN-6/810 PTFE heat shrink Part #: 810-21-018 Additional AN-12 PTFE heat shrink Part #: 820-21-022



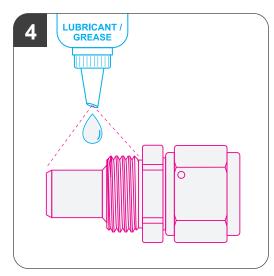
ALUMINUM HOSE END SOCKET:

Start with putting the aluminum hose end socket onto the PTFE fuel hose. The OD of the fuel hose and the ID of the socket leaves no space for margins. Make sure to secure the fuel hose braiding before putting the hose end socket on. If needed, add some grease or lubricant to the inside of the socket to minimize friction. Use Nuke Performance fuel hose for optimal fitment.



ALUMINUM OLIVE INSERT:

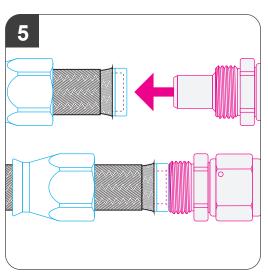
Locate the included aluminum olive insert so it covers the PTFE inner liner and so the liner goes all the way to the collar of the olive. If you do not have room in between the stainless steel braiding and the liner, use a flat metal tool to widen the stainless steel braiding slightly. The fitment of the olive insert is crucial. If needed, AN-6/8/10/12 spare olive inserts are available.



USE LUBRICANT OR GREASE:

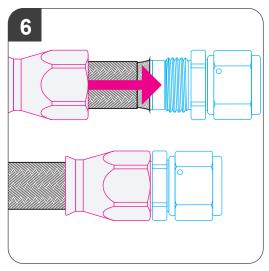
Before full assembly of the hose end, lubricate the insert and the thread of your hose end body. Use any type of grease that is water-resistant. The lubricant will significantly facilitate the assembly of a PTFE hose end.

Make sure to cover both threads and insert with some kind of lubricant.



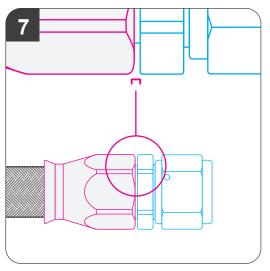
PUSH IN ASSEMBLY:

Mount the hose end into the fuel hose and the mounted aluminum olive insert. Make sure to prevent the PTFE liner to deform, but use the amount of force required to make the hose end body and fuel hose fully connected. The aluminum olive face should go all the way to the collar of the hose end body.



HOSE END SOCKET ASSEMBLY:

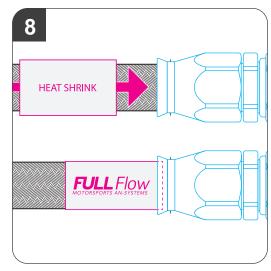
The already mounted hose-end socket threads back on the hose end thread. If there is threaded nylon or stainless steel braiding covering the thread, remove the threads with a scissor and or nipper to give room. Use our assortment of aluminum wrenches, aluminum vise jaws, and handy tools for easy assembly without scratching the aluminum fittings. Use lubricant to the thread.



DO NOT OVERTIGHTEN:

When tightening the hose end socket to the hose end body, do not overtighten.

A simple guideline is to leave enough space for you to be able to push a fingernail in between the socket and the hose end body.



POSITION THE ADDITIONAL HEAT SHRINK:

Position the heat shrink to the end of the fuel hose, trying to get it under the edge of the coupling if possible for maximum function. Shrink the heat shrink with a heat gun or other heat source. Never expose a fuel hose to an open flame, especially to a fuel hose assembly that has already been exposed to any kind of fuel.