

## Step By Step: Installing In-Line Fuel Filters

Forty year old vehicles have 40 year old gas tanks. I'd bet that the majority of these gas tanks have not been flushed, sealed, & properly maintained from the ravages of rust. Slowly over time the rust builds up inside the tank and slowly small pieces of it dissolve and settle into the bottom of the tank. Then these tiny rust particles go through your fuel line and end up in your fuel pump filter. So it's time to consider adding a fuel filter to your fuel system to ensure proper fuel delivery & clean fuel to your fuel pump & carburetors.

PARTS TO USE: Buy two inline filters, those cheap \$1 filters available from any VW supplier. While you're there buy 3 feet of the original German fabric-wrapped rubber fuel line.

The first filter is placed just after the metal fuel line pipe exiting the pan in the rear under the transmission area. The second filter is placed inside the engine compartment before the fuel pump (below). When installing these filters, pay attention to the little arrow printed on the filter. This arrow points in the direction of the fuel flow, so get it right the first time. I don't use metal clamps because the fresh fuel hose holds those filter ends on really tight. If you can pull the filter out of the hose easily then it's time to replace the fuel hose not time to add a clamp.



This method is effective at collecting the little nasties floating through the fuel lines before they get trapped in the fuel pump or carburetors. I replace both the filters & the fuel hose once a year to always have a clean system. Typically the fuel filter under the pan is full of tiny rust bits (above) and the filter in the engine compartment only has tiny microscopic rust particles, so I know this combination is doing a good job. But I only drive about 2500 miles per year, so if you drive more you may want to replace the filters twice a year to be safe.

Over the years I've seen some owners install fuel filters between the carburetor & fuel pump. But I've heard (rumor only) that this can restrict the delivery of fuel to the carb resulting in poor high-rpm engine power. No one wants that, do we?

I've also seen many many owners running ancient nasty crusty rotten fuel hose that has not been changed in decades. This is the best way to have an engine fire, resulting in total destruction of your T34 and a very bad experience! Take the time once a year to replace the fuel hose. Your T34 will run better and never leave you stranded watching a bonfire on the side of the road.

Of course the very best way to prevent rust in your fuel line is to clean & coat your fuel tank to remove the rust.

[www.PureT34.org](http://www.PureT34.org)

