



AEROMOTIVE
Part # 14201 & 14202
Fuel Log
INSTALLATION INSTRUCTIONS

CAUTION:

Installation of this product requires detailed knowledge of automotive systems and repair procedures. We recommend that this installation be carried out by a qualified automotive technician.

Installation of this product requires handling of gasoline. Ensure you are working in a well ventilated area with an approved fire extinguisher nearby. Extinguish all open flames, prohibit smoking and eliminate all sources of ignition in the area of the vehicle before proceeding with the installation.

When installing this product, wear eye goggles and other safety apparel as needed to protect yourself from debris and sprayed gasoline.

WARNING!

The fuel system is under pressure. Do not open [the fuel system](#) until the pressure has been relieved. Refer to the appropriate vehicle service manual for the procedure and precautions for relieving the fuel system pressure.

The Aeromotive Fuel Log is designed to provide superior fuel distribution and should be used in conjunction with an appropriate Aeromotive fuel pressure regulator. To cover the majority of applications, with and without bowl extensions, the outlet fitting centerline distance will cover an unheard of range from 7-3/4" to 13-3/8", with the added ability of pivoting +/- 20 degrees from its neutral position. Inlet ports are o-ring sealed AN-10, so no worries of leaky pipe thread ports.

Aeromotive P/N 14201 fits 7/8"-20 threaded inlets, Holley 4150, 4160 and 4500 series carburetors.
Aeromotive P/N 14202 fits 9/16"-24 threaded inlets, BG Demon and Claw carburetors.

The following steps are typical of most installations:

1. Once the engine has been allowed to cool, disconnect the negative battery cable and relieve fuel system pressure.
2. Using a 1-1/8" wrench, loosen the pivot nuts so the carburetor adapter fittings spin freely.



3. Extend or compress the Aeromotive fuel log to the appropriate centerline distance to match your carburetor float bowl fuel inlet ports.
4. Place the two provided crush washers on the carburetor adapter fittings, carefully thread into each float bowl fuel inlet port the carburetor and tighten.

Note: Typically the fuel supply line will enter the fuel log (AN-10 Port) on the larger diameter end or the end with the Aeromotive logo and flow toward the smaller diameter end. The fuel supply will normally enter from the rear of the motor and flow toward the front to minimize g-force effects.



5. With the fuel log in place pivot the log to the position that provides the most clearance and tighten the pivot nuts to 20 in-lbs.

Note: Be sure the fuel log clears the intake manifold, throttle stop, valve covers and any other components in close proximity.

6. Attached the log fuel supply line, this is typically attached to the end of the fuel log with the Aeromotive logo.

7. If you are using a “dead head” style fuel pressure regulator, block off the second AN-10 port on the fuel log using an AN-10 Port plug, Aeromotive 15617 or similar. If you are using a “By-pass” style fuel pressure regulator, run a line from the second AN-10 port on the fuel log to your regulator. Call Aeromotive for fuel pressure regulator recommendations.
8. Remove the 1/8 NPT pipe plug from the fuel log and attach a suitable fuel pressure gauge if desired.

Ensure that any spilled gasoline and any gasoline soaked shop towels are cleaned up and removed from the vicinity of the vehicle!

9. Reconnect the battery and turn the fuel pump ON **WITHOUT** starting the car until the fuel pressure gauge registers fuel pressure. If your car has a mechanical pump, crank the engine over without starting the car to build fuel pressure.

With the fuel pressure gauge registering fuel system pressure, check for fuel leaks from and around the Aeromotive fuel log, fuel pressure regulator, all fuel lines and connections! If any fuel leaks are found, turn the ignition key to the OFF position, remove any spilled fuel and repair the leak before proceeding!

10. Once the fuel pressure gauge registers fuel system pressure and there are no fuel leaks, start the engine.
11. Turn off the engine and allow it to cool. If you do not want to keep the fuel pressure gauge on the vehicle, relieve the fuel system pressure as instructed in the appropriate vehicle service manual. Remove the fuel pressure gauge and reinstall the 1/8 NPT pipe plug, using thread sealant.
12. Test drive the car to insure proper operation and re-check the fuel system for leaks. **If any leaks are found, immediately shutoff the engine and repair the leak(s)!**