CPE Hose End Assembly Guide

Overview

- Cutting the hose
- Hose End Nut install
- Hose End Fitting install
- Completd Product

PLEASE READ: This guide is intended to aid in the assembly of DW CPE hose ends.

Below is a picture of some suggested tools that will make the installation process easier.

About CPE Hose and Fittings

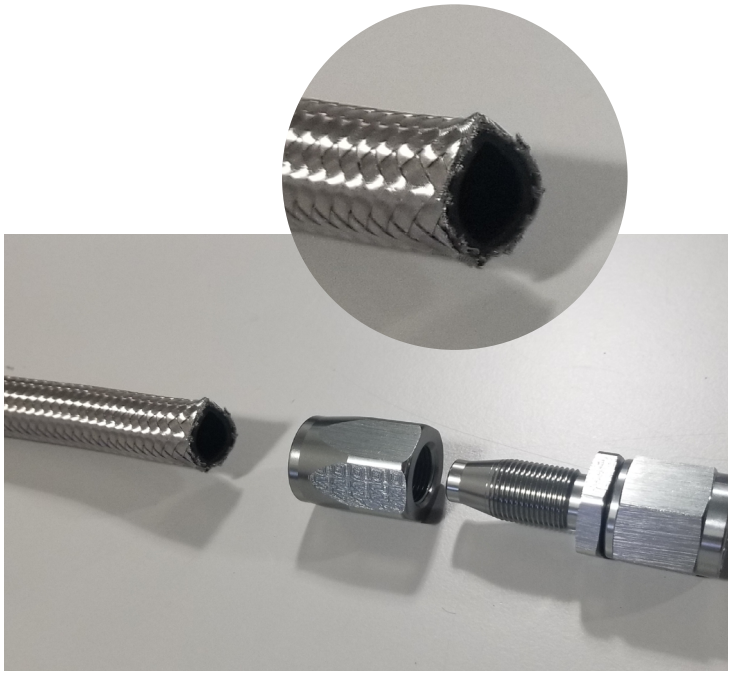
1 – CPE Hose is available in black nylon braided (shown) and bright stainless braided. The DW CPE (Chlorinated Polyethylene) hose is made of a synthetic rubber with has a pressure rating of 500 psi and a temperature rating of -40 to 300 Degrees Fahrenheit. It is compatible with Pump gas, most race fuels, and E85.

2 – Fitting Nut is design to hold the CPE hose in place while the Hose End is pulled onto the hose. The ribs on the inside of the nut act as a locking mechanism to make the sure the hose does not slip out under pressure.

3 – Hose End threads into the nut and secures the hose into place ensuring a good seal. This is also the piece that makes all the connections possible to the rest of the fuel system.

1 For easier installation it's always better to start with a fresh square cut on the hose. This will help with any fraying or rough edges that may have developed during storage or shipping. It's up to you whether you would want to use tape or not to ensure a good cut with no fraying. With good sharp cutters it is nice and easy and will make the install clean and easier.

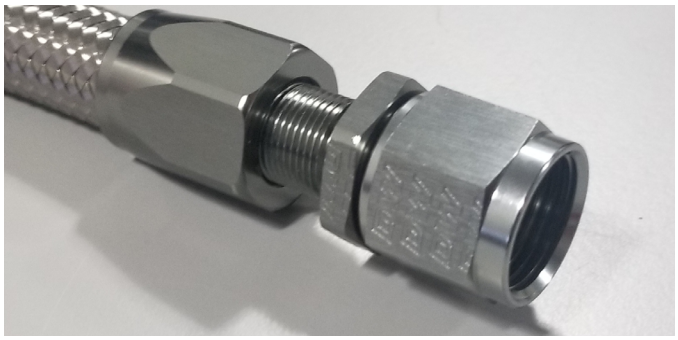
2 During the cut you may crimp the hose. Make sure it's nice and round so the installing the nut that will go over it will be smooth.



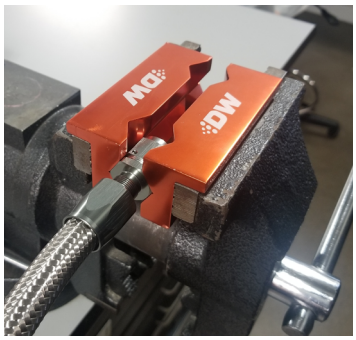
3 Take the nut and start to slide it onto the hose. There should be no frays that stick out. That will keep the nut from going on properly. Once the nut has begun to go over the hose it will take a bit of force to get it the rest of the way securely. In the picture below I used the table by placing the nut face down and pushing the hose downward. 2nd picture you can see where the hose should be firmly seated at the bottom of the threads.

4 Place some grease on the fitting on the hose end before threading it into the nut. This will prevent it from biting the hose and tearing it.

5 Thread the hose end by hand to avoid cross-threading the nut. You will need to apply some force to get the hose end started into the nut as the flair works its way in.



6 After getting the threads started it makes it easy to use a vice with our Soft Jaws (6-02-1007) for AN hoses. If you don't have them using an AN wrench works as well. Place the hose end and tighten the hose end nut with a AN wrench to not damage the fitting.



7 Make sure the nut is well secured and tight. Lining up the hex on the nut and the hose end is a nice touch, as later on in the vehicle it makes for sliding on a wrench that much easier. The picture below it what the finished product should look like. As with all fuel system components, double check for any leaks before driving the vehicle.