

techtip

Sealing Adapters

Teflon* tape or sealant of any type should not be used on the AN threads of 37° fittings and adapters. These fittings and adapters seal on the seat and cone, and any material on these surfaces could cause a leak. Only tapered pipe threads require a thread sealant. The seal takes place by a wedging action of the mating threads, and a pipe sealant is required to produce a leak-free joint. It also helps lubricate the thread surfaces to help prevent galling.

*Teflon is a DuPont trademark.

techtip

Too Tight And Leaking

One of the most common ways the seat or cone on aluminum fittings and adapters can be easily damaged is by over-tightening. Torque specification information is listed in the Aeroquip Performance Products Catalog. If a fitting has been over-tightened, it may be damaged and prone to leaks. Dirt or debris on the sealing surface are also common sources of leaks. Always use Aeroquip dust caps when disconnecting a hose or fitting to help keep contaminants out of hose and adapters.

techtip

Sealing Surfaces

Most fittings and adapters used in the Motorsport industry are based on a 37° sealing surface. A 37° fitting and a 37° adapter mate together for a tight, leak-proof assembly. However, there are other similar fittings and adapters that use a 45° sealing surface. These 45° fittings and adapters can be found in other automotive applications.

They may also look like a 37° fitting or adapter, but are not interchangeable.

In most sizes, they may thread together but will not seal, due to the different sealing surface angles.

Make sure you know the sealing angle of the parts you are assembling.

techtip

Rubbing You The Wrong Way

Abrasion is the number one cause of hose failure. Make sure hose assemblies are routed properly to reduce the chance of abrasion. Use a support clamp about every 14 inches to 18 inches to secure the hose. For chafe protection, be sure to install a grommet at any point a hose passes through a panel or bulkhead. However, remember that under pressure a hose may change lengths. Leave a little slack to allow for any shortening or elongation in the hose.

techtip

Hot Hoses

Make sure you keep the hose away from any extreme heat, as in exhaust systems or turbochargers. Extreme heat can damage hoses. If the hose must be run close to a heat source, be sure to use Aeroquip Firesleeve for additional protection.

techtip

Vacuum

One of the most severe applications of a hose is in vacuum service. Modern dry sump oil systems are pulling more vacuum than ever. It is extremely important to match the hose you are using with the vacuum rating of your application. Aeroquip offers racing hoses with vacuum rating of up to 28 in./HG (check hose specifications for vacuum rating). Great care should be taken in the handling and routing of hose used in vacuum service. If a hose is installed beyond the minimum bend radius, the vacuum rating will be reduced. Also, if a kinked or damaged hose is put into vacuum service, the area that was kinked or damaged will be a weak spot, and the vacuum rating of the hose will be reduced. For severe vacuum applications, an internal support coil may be needed. Contact Technical Support for additional information.