

CPC Brass Fuel Line Quick Disconnect Set

<http://www.beemberboneyard.com/cpcqkdiscon.html>



Item# *cart-special-2*
\$75.95

Product Description


Brand new 4 piece 5/16" CPC chrome plated brass quick disconnects for BMW R850/1100/1150(EXCEPT R1150GS ADV)& R1200C and K1200RS/LT/GT fuel lines. These are made by the same company that supplies the OEM plastic units. Replaces BMW part #s 13317659120 and 13317659119. The difference is ours are the high grade chrome plated brass version with stainless internals and fuel resistant Viton O-rings. We also include 4 fuel injection rated hose clamps and a spare set of Viton O-rings. These are the units BMW should have supplied in the first place. Don't be fooled by less expensive but cheaply made cast zinc parts that are being sold elsewhere. The set includes enough quick disconnects and clamps to change over both fuel lines on your bike. A great upgrade for older Oilheads and K-bikes that did not come with quick disconnects originally.

Metal Quick-Disconnect Fittings, Hose Barb Inserts



SI-31403-41

Barbed fittings, metal quick-disconnect fittings, inserts, valved fittings, hose barb, 5/16" ID, 1.35 L (each)

\$25.78 / each (CND - import fees included) In stock.
Click for discounts : 

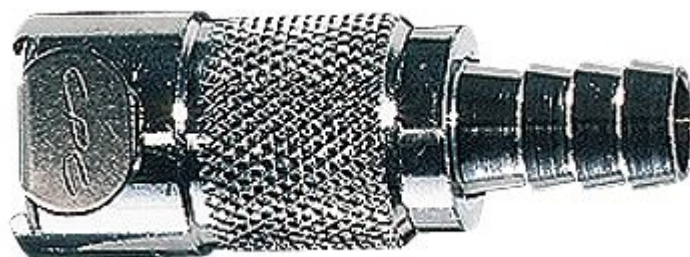
■ **Rugged fittings are ideal for pressure and vacuum applications**

New quick-disconnect fittings consist of two fitting halves—order coupling bodies (female halves) and inserts (male halves) separately. Fittings withstand pressures from vacuum to 250 psi, temperatures from –40deg to 180degF (–40deg to 82degC). Made of chrome-plated brass with stainless steel springs and latch. Valved fittings have DELRIN® acetal shutoff valves that seal the flow path when fitting halves are disconnected.

Specifications

Manufacturer number		LCD22005
Model		LCD22005
Tubing ID	inches	0.3125
Type		Quick Disconnect fittings
Description		Hose Barb Inserts
Flow size		1/4"
Length		1.85"
Material		Brass
Tubing ID		5/16"

Metal Quick-Disconnect Fittings, Hose Barb Inserts



RK-31403-21

Barbed fittings, Metal quick-disconnect fittings, coupling bodies, valved fittings, hose barb, 5/16" ID, 2.00 L
(each)

\$40.68 / each (CND - import fees included) In stock.

Click for discounts : 

■ Rugged fittings are ideal for pressure and vacuum applications

New quick-disconnect fittings consist of two fitting halves—order coupling bodies (female halves) and inserts (male halves) separately. Fittings withstand pressures from vacuum to 250 psi, temperatures from –40deg to 180degF (–40deg to 82degC). Made of chrome-plated brass with stainless steel springs and latch. Valved fittings have DELRIN® acetal shutoff valves that seal the flow path when fitting halves are disconnected.

Specifications

Manufacturer number		LCD17005
Model		LCD17005
Tubing ID	inches	0.3125
Type		Quick Disconnect fittings
Description		Hose Barbs Bodies
Flow size		1/4"
Length		2.00"
Material		Brass
Tubing ID		5/16"

Quick Disconnects

by Deryle Mehrten

<https://www.seatrider.org/quick-disconnects>

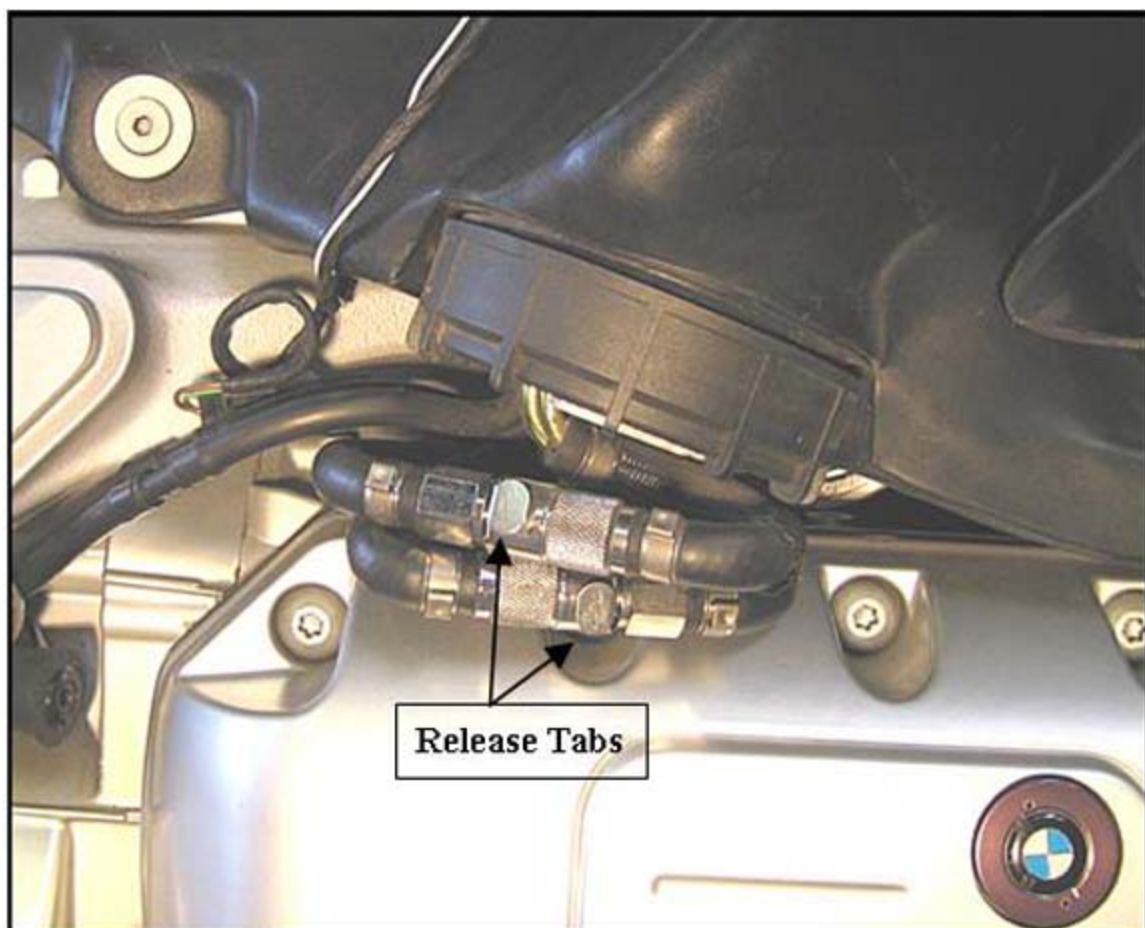
One of the things that has made taking the gas tank off of many of the bikes I've owned such a pain is the gas that leaks from the gas lines (on some bikes really flows—our past '88 K100RS AB SE would drain the tank before you knew it).

My first attempt to stem the gas flow when removing a gas tank was a set of Snap-on fuel line clamps. So far they are the cheapest Snap-on tool I've ever bought, only \$9.00. The Snap-on clamps worked as advertised. It just seemed to me that clamping the fuel lines in about the same place several times would, over time, damage them. There just had to be a better way.

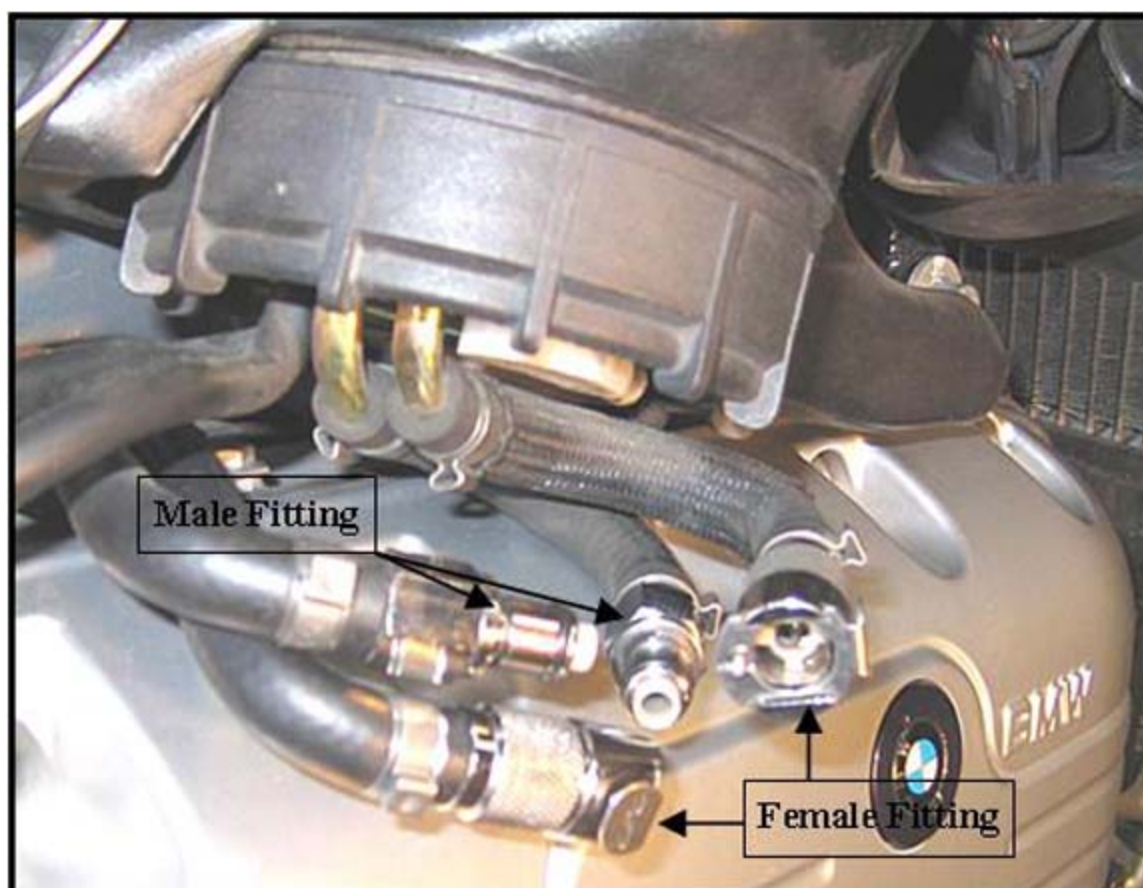
I found the "better way" while shopping in the Tucson Ducati shop. Seems someone ordered a set of fuel quick disconnects made by Cole-Parmer Instrument Company (CPC) and didn't pick them up. These are valved fittings; neither end will leak when disconnected. I bought them and mounted them on our past '98 K1200RS. They made removing the fuel tank, for whatever reason, a snap.

When we traded in our '98 K1200RS for an '04 K1200RS I was pleased to find the new bike came with CPC quick disconnects. Pleased that is until one broke several miles from home. Seems the ones BMW put on their bikes are the plastic variety and one of mine, the return line thank goodness, broke. Both Wanda and I were doused with gas. Thanks to the Fredenburghs, long standing SEAT members, for trailering us home.

I still wanted quick disconnects, but not the OEM set. With the information fellow SEAT member Mick McKinnon sent me via email, I ordered two sets of metal CPC quick disconnects online at www.ColeParmer.com. With postage, just a bit shy of \$100.00. Not cheap, but they work great.



These are the metal quick disconnects in the closed position.



Here you can see the connectors in the open position and mounted so that you cannot connect them incorrectly.



Here is the information on the set I ordered:

Barbed fittings, quick-disconnect fittings, inserts, valved fittings, hose bard, 5/16 inch inside diameter, 1.35 inches long 2 ea

Barbed fittings, quick-disconnect fittings, coupling bodies, valved fittings, hose bard, 5/16 inch inside diameter, 2.00 inches long 2 ea

There are some precautions when installing and using these quick disconnects. On many fuel injected BMWs there is a fuel line to the injectors and a fuel line returning to the gas tank; therefore you need two sets of disconnects. They come in male and female fittings. When mounting them, mount them opposed so that you cannot mistakenly connect the fuel line that takes fuel to the injectors to the return line.

Also, each male fitting has an o-ring. It is very important to get the two fittings aligned just so when re-connecting them; otherwise the o-ring can be damaged. This will result in a fuel leak. Ease the two fitting together slowly and smoothly until you hear them snap closed. It is easy to tell when they close correctly.

Be sure any fuel line, the small o-rings and the clamps you use are rated for fuel injection. FI hose won't expand and possibly burst like older non-FI rubber fuel hoses. Also, FI rated clamps will put equal pressure around the fuel line, making a better seal; and you want to use Vitron o-rings as they stand up to gas and petroleum well.

Just to be on the safe side, I carry a spare set of o-rings, a simple repair piece, and a couple of spare clamps. If I damage one of the o-rings while on the road, or end up with a clamp leaking, it won't keep me stranded for long.

The addition of a set of these type of valved quick disconnects will make servicing any motorcycle that requires the removal of the gas tank so much easier. When things are easier to do, you do them more often and with better results.