

# Is Your Old Rubber SAFE?

## Dodgy fuel lines are out there and you might have them on your MG

We've known about substandard rubber components on gaiters and coolant hose for a while, but now Classic Car owners has been informed of a potentially dangerous batch of rubber fuel hoses that have been circulated to suppliers and customers. They are stamped as compliant with modern fuels at high pressure but perish at an alarming rate, which makes these hoses potentially lethal.

'The correct grade of fuel hose for any classic restoration should be SAE J30R9.' Automotive of Fareham. It's high pressure so completely suitable for fuel injection as well as carburettors, and its permittivity rating exceeds the ISO7840 requirement for marine hoses'.

However, some classic car owners have seen evidence of hoses marked as SAE J30R9 that show shocking deterioration.

The photograph depicts a hose that was fitted 12 months and around 400 miles ago to a classic car.

We believe the cause of the decay in the image shown is fuel penetration into the inner layers of the hose, resulting in dryness and cracking in the outer layers. As the time of writing, we are unsure whether this is the result of a poor batch of hoses or fraudulent marking on substandard hoses. We'll keep you informed of developments.

Our advice to all classic car owners is to inspect your fuel hoses regularly and thoroughly - your car may have been fitted with fuel hose from a similar source, and it is vital to ensure the fuel system in your classic is sound. If you are looking to replace your hoses, only source from a reputable long-term suppliers and ensure you are getting genuine SAE J30R9 standard hoses with provenance.

### **CHECK**

*When was the last time you properly checked the fuel lines on your MG*

