



Data Sheet

AHF003/073

Petrol Swirl Pots



Back row, AHF003, AHF003JICBulkhead, AHF0032.29JIC, AHF0032.29
Front row, AHF073, AHF073JIC

Features

High strength, low weight, Petrol swirl pots for Motorsport and fast road use.

Applications

Petrol swirl pots in various sizes suitable for all Petrol and Diesel fuels including Ethanol blends, commonly used in rally and circuit racing.

General Description

Fabricated from a mixture of 5251 and 6082 aluminium alloy, our petrol swirls pots are both easy to mount and plumb in to the vehicle, and are the perfect balance of strength and low weight. Available in a choice of capacities and with a choice of hose connection sizes.

We often also stock units with larger AN connections to suit applications requiring high levels of fuel delivery, please enquire.

Part Number	Capacity	Base Dimensions	Body Diameter	Body Height	Return to tank	Entry	Feed	Weight
AHF003	1.5L	130x100mm	4"	190mm	1/4"	5/16"	1/2"	420g
AHF003JIC	1.5L	130x100mm	4"	190mm	AN6m	AN6m	AN8m	480g
AHF003JIC Bulkhead	1.5L	Bulkhead mount with 120mm mounting centres	4"	195mm	AN6m	AN6m	AN8m	475g
AHF0032.29	2.29L	130x130mm	5"	195mm	5/16"	5/16"	1/2"	540g
AHF0032.29JIC	2.29L	130x130mm	5"	195mm	AN6m	AN6m	AN8m	570g
AHF073	1L	130x100mm	4"	145mm	1/4"	5/16"	1/2"	350g
AHF073JIC	1L	130x100mm	4"	145mm	AN6m	AN6m	AN8m	410g



The connections often confuse buyers, but our units are very easy to plumb.

Our petrol swirl pots are easy to plumb into your vehicle. It must be noted that a swirl pot requires a second fuel pump to feed it, this is often where some confusion lies. Once you know how the swirl pot functions it is easy to understand why a simple collector inside a fuel tank is not suitable for competitive driving.

There are four hose connections on a swirl pot:-

The connection on the top of the tank returns any air and unwanted fuel back to the fuel tank. This must not be obstructed or restricted.

The larger connection at the bottom delivers the fuel to the high pressure (injection) pump that will feed the fuel rail. The two remaining connections near the top both enter the body at a tangent. This encourages the fuel entering the tank to swirl around inside. One is to be connected to the low pressure (lift) pump that is delivering fuel from the fuel tank. The other is to be connected to the return from the fuel rail or fuel pressure regulator.

Customers often simply use a regular road-going fuel pump as the lift pump, and upgrade the main pump to a Bosch or similar high quality item. This way you can retain the reliability of the lift pump that OE items are renowned for.

From this you will understand that the fuel entering the swirl pot swirls round, and any air inside the pot will be driven to the centre and will escape through the top hose connection and return back to the fuel tank. Because even our smallest swirl pot holds 1 Litre of fuel, even the longest corner or most aggressive driving situations the swirl pot will not run dry. This way fuel starvation or 'surge' can be eliminated, even at low fuel levels.

All of our swirl pots are fabricated, welded, tested and finished in our Hereford workshop from raw materials sourced in the U.K.