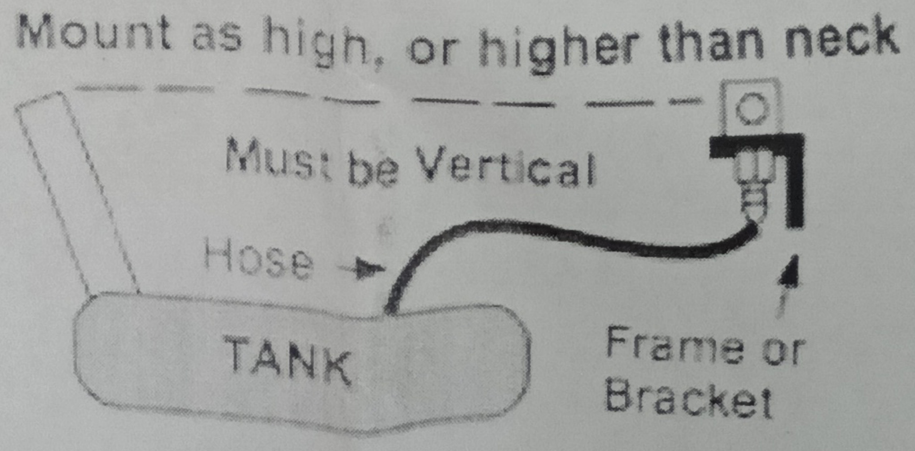
Warning! Think safety at all times. Improper installation of a gas tank can cause the product to malfunction and cause injury or death to the occupants and/or damage to the vehicle.

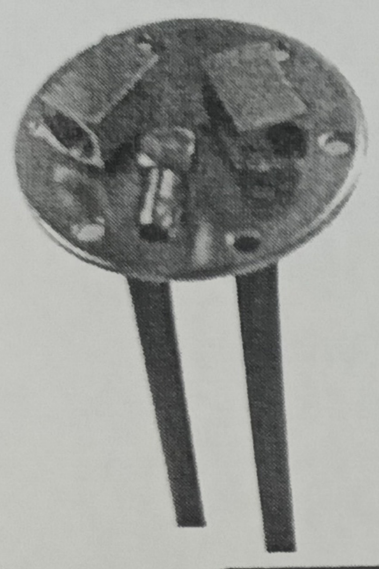
- Trial fit your tank before painting or polishing. Do not grind the welds.
- Your tank must be grounded to the frame.
- An in-line fuel filter is recommended.
- Never fill your tank 100% full. Leave room for the cool fuel to expand.
- Always remove your cap slowly. Fuel spray can cause injury.
- If your tank came with a separate pickup tube, determine the depth of your tank and trim the pickup tube to fit. Vertical tubes should be cut at a 45 degree angle. Angled tubes should be cut straight.
- Pipe tape is recommended for all threaded accessory fittings, such as pickup tubes and rollover valves. A small dab of Never-Seez, or similar anti-galling compounds, should be used to act as a lubricant and to protect the threads.
- Most of our tanks are designed to work with your stock-style vented cap. We have provided an additional vent opening in many of our tanks to help with today's reformulated fuels. If you have changed to a non-vented cap, your installation may require additional venting through the neck or the sending unit to prevent pressurizing the tank.
- If your tank came supplied with a screw-in style rollover valve, or an internal rollover valve on the underside of a pickup tube/vent plate, connect a fuel-proof hose to the barbed fitting and run it as high, or higher than your filler tube...the higher, the better. Never vent into the cargo area, or the passenger area of your vehicle.
- If your tank came supplied with an aluminum remote-mount rollover valve, it must be mounted in a vertical position. It should be mounted as high, or higher than your filler tube... the higher, the better.
- If you have an EFI tank with a vent in the recessed area use the supplied 'Y' fitting to plumb together the vent from the tank with the vent from the fuel pump assembly. When installing the 'Y' fitting ensure that the fitting is as high as the top of the tank or higher. Or both vents can be run separately with the use of a second rollover vent valve (Part #VVR).



WARNING! Improper installation can cause injury or death. Think safety at all times.

- Trial fit your tank before painting or polishing.
- Sender holes are 10-32 thread.
- Use anti-seize compound on all threads.
- Do not grind the welds.
- Never fill your tank 100% full. Leave room for the cool fuel to expand.
- Remove your cap slowly. Fuel spray can cause injury.
- Use fuel-proof gasket cement on all gasket surfaces.

If your tank came with a PTA-G pickup/return/vent assembly:



- The tubes on your Pickup/Return/Vent assembly should sit approximately ¼" from the bottom of your tank. Cut the tubes at a 45 degree angle.
- The fittings are threaded ¼" NPT, which gives you an opening larger than 3/8". If you do not need a return line, simply plug one fitting with a ¼" NPT pipe plug. Use pipe tape and a dab of gasket cement on all tapered threads.
- The assembly can be oriented in any position required for your application.

If your tank came with an internal pickup tube, it is threaded 3/8" NPT female.

- VENTING – Your tank has to breathe in both directions in order to prevent pressure or vacuum. If you are using a non-vented cap, you must have a vent on your tank or filler neck. Run your vent hose as high as possible in your frame. The vent should be as high as the highest point on the tank including the filler neck.
- If your tank came supplied with a remote-mount aluminum rollover valve it must be mounted in a vertical position. It should be mounted as high as or higher than your filler neck. This can be done in the frame or the wheel-well area.