

**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.

