

**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.**

## **1935-1940 Chevrolet Gas Tanks**

- \* Trial fit your tank before painting or polishing
- \* Threaded mounting holes are #10-32 thread.
- \* Use an anti-seize compound on all threads
- \* Do not grind the welds on your tank
- \* Never fill your tank 100% full. Leave room for the cool fuel from underground tanks to expand.
- \* Remove your cap slowly. Fuel spray can cause serious injury.
  
- \* The threads on your internal pickup tube are 3/8" NPT (National Pipe Thread).
  
- \* The tank neck is designed to connect to your stock filler tube with a fuel-proof connecting hose and hose clamps.
  
- \* VENTING - Your tank is made to work with your stock filler tube and your stock vented gas cap. If you change to a non-vented cap, or a custom filler door, you will need to install a vent in your filler tube.
  
- \* Your tank will accept some stock sending units, or any 5-hole aftermarket sender, such as Classic, VDO, SW, Sun, etc. the ohms rating of the sender must match the ohms rating of your gauge. Your tank requires a left-swing sender. On the 1940 Chevrolet tank, it is recommended that you use an aftermarket sender for additional clearance with the floor of your car.
  
- \* Your 1936-1939 Chevrolet tank will work with your stock mounting straps and T-bolts.
  
- \* Your 14-gallon 1940 Chevrolet tank is designed to bolt under your frame rail, just like the original. The two heavy-gauge support brackets must be mounted under the bolting flanges on each side of the tank for additional support.
  
- \* In-Tank High-Pressure Fuel Pumps - Our 1936-1940 Chevrolet gas tanks use our PA-series pump kits. Some assembly and fabrication skills are required for these installations.
  
- \* If any part of this gas tank installation is beyond your skill level, hire a professional.