



If you are working with a stock filler neck, try to retain as much of the factory setup as possible. This will allow the tank to fill freely without surging back. Do not change angles and/or add bends to your setup. This may make it difficult to fill your tank.

- 1.) Keeping step #1 in mind, layout the best possible location for your door assembly Cut out the panel to fit The neater the cutout and the tighter the fit, the better your installation will be,
- 2.) While final-fitting your door assembly, determine the lowest point on the housing and install a drain. This can be made from 5/16™ or 3/8 "tubing of your choice and solder or weld in place.
- 4.) Take care to remove the filler cap assembly and the latch assembly before tack welding the door assembly into the cutout in your body or fender panel. Use accepted body shop techniques such as skip-welding and panel cooling to minimize warping.
- 5.) Seam seal the backside of your assembly to prevent fumes from entering the passenger area or cargo area of your vehicle.
- 6.) Use Loctite or a similar product on the threaded tube to lock the bung in place... or dimple the bung with a center punch to lock it in place.

7.) NOTES:

A.) Your push-thru cap will relieve vacuum, but not pressure. You must have a separate vent to relieve pressure.

B.) The supplied magnetic latch is custom made for TANKS, Inc. with a rare earth magnet for superior holding power.

C.) Use caution when reinstalling your magnetic latch. Do not over-tighten. Snug is the operative word.