Pro R 2 Seat Aux Tank Installation Instructions

Installation should be double checked after first use for any loose bolts or leaks. Proper installation is key to a successful installation. If you do not feel safe with the installation or the work you performed, we highly suggest having a UTV or performance shop install the kit. If you ever smell gasoline, immediately stop use of the machine and fuel system and locate and resolve the issue.

Notes: When fueling, stop the filling at the last bar on the gauge to avoid overfilling the factory tank.

6AN Female cap is only used if you remove the system from the vehicle to cap the bulk head fitting on the fill neck.

Wiring

The wiring is straight forward. You will run it through the center console, free of any moving items such as the driveshaft and shift mechanism. Use zip ties to secure the harness. The plug will plug into the factory busbar. It is keyed 12v power meaning the pump will only work with the key on. The switch is a momentary switch which means you will have to push and hold the switch to transfer fuel. Never run the harness anywhere that puts strain on it or pinches the wiring in any way.



TANK INSTALLATION

NOTES: You may have extra m8 bolts, many of these are dropped and lost in the skid plate so extras are provided. The 2 small washers can be used as shims to fill gaps at the bracketry if needed. The -6AN black cap is used if the fuel system is removed from the vehicle and is used to cap the bulkhead fitting at the fill neck.

- 1. Remove seats, clutch access / firewall covers, and both felt corner trim pieces. The bottom drivers door side back and top drivers door side seat belt bolts will be removed.
- 2. Using the supplied rubber isolator and 3 self tapping screws, secure the isolator to the factory door hinge bracket. Do not over tighten the screws, once snug to the rubber they are tight enough. See image #1

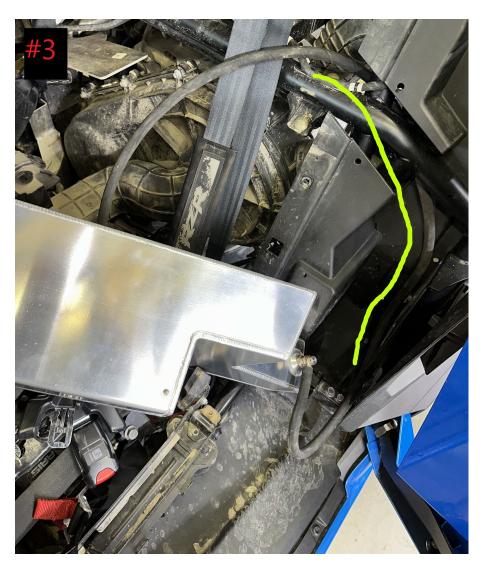


3. Install the bottom fitting into the gas tank. This is a 3 piece stainless fitting and the larger side installs into the tank first. The barbed banjo should point to the left and slightly upward. Be sure to use the copper o-rings supplied as well as **loctite on ALL threaded**

fittings. See image #2



4. Attach the -6an hose to the barb and route it to the right & behind the frame rail as pictured. See Picture #3. This is important that the fuel line remains on the right side and behind the frame rail during and after installation. (Use heat to soften the -6an line before pressing it onto the barb fittings for easier installation) See Picture #3

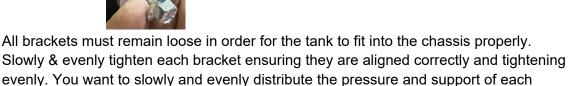


- 5. Set the gas tank in place and re-check the fuel line is free of any kinks, drastic bends, or pinches between the firewall and tank itself.
- 6. Begin to install the brackets and hardware. <u>Loctite MUST be used on all bracketry</u> and seat belt bolts.

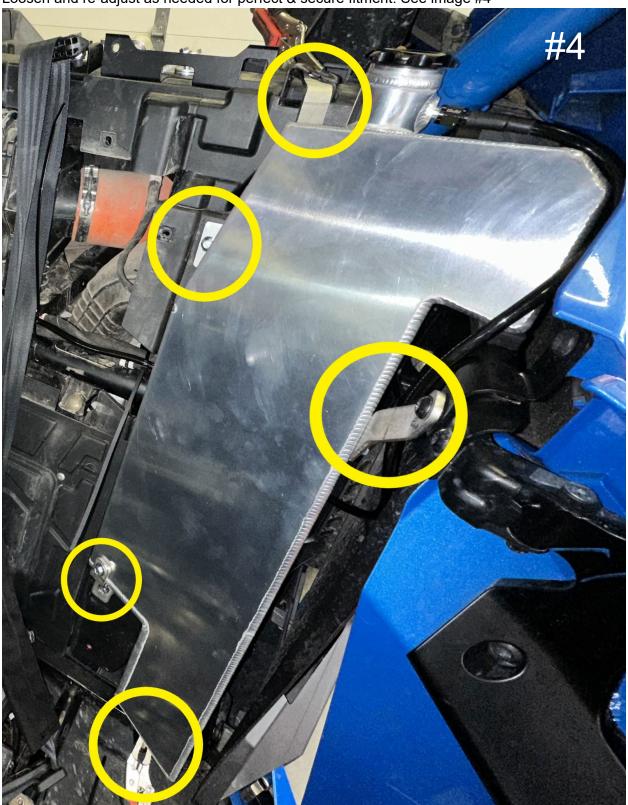
Hardware that secures to the plastic will have 1 thick fenderwasher on the plastic side

behind the nut.

bracket as they are tightened down.



Loosen and re-adjust as needed for perfect & secure fitment. See image #4



7. At this time you can route the -4an line along the frame rail the -6an line runs on and upwards towards the fill neck where it will be attached at the fill neck. Keep the line on

the chassis side, do not run it alongside the fenders or plastics. See Image #5



8. Begin to route the -6an and -4an lines on the frame rail as pictured. All lines should be on the back side when possible, and away from the sway bar. Secure the lines using the supplied zip ties. Be sure the lines clear the firewall cover. See image #6



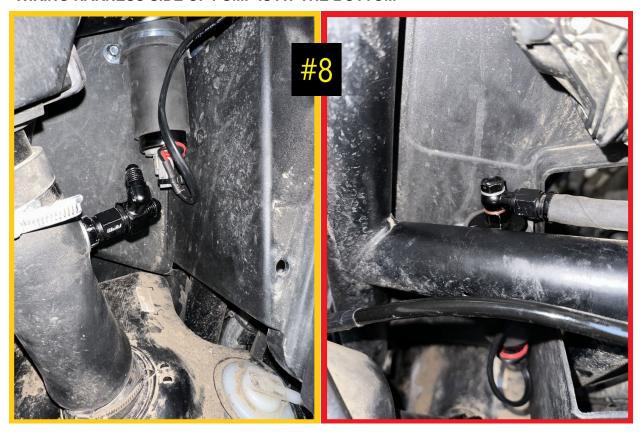
9. Assemble 1 stainless barb and 1 90* -6an fittings using a 2" piece of the supplied -6an line.

See Image #7



10. Install the supplied -6an banjo fitting to the top of the fuel pump (use loctite) and install the wiring to the pump from the supplied harness. Be sure to zip tie the harness to the pump as pictured to prevent the wiring to be damaged from being pulled on. See Image #8

WIRING HARNESS SIDE OF PUMP IS AT THE BOTTOM



11. Attach the fuel pump as pictured to the plastic firewall using the supplied fuel pump clamps, hardware, and foam fuel pump sleeve. You can install the bottom banjo (Use loctite), but do not tighten it at this time.

See Image #9



12. With the fuel pump attached, you can now measure and cut the fuel line to length and install the -6an female push lock fitting to the fuel line and attach it to the fitting at the top of the fuel pump. The top fitting can be tightened but bottom fittings should all remain loose. See Image #10 WIRING HARNESS SIDE OF PUMP IS AT THE BOTTOM



13. Attach the 90* -4an fitting (use loctite) to the fitting as pictured with a slight upward and forward angle allowing the -4an line to easily attach to it. At this time the fittings should all still remain loose. With these fittings in place, you can now mark on the rubber fill tube where the hole needs to be for the bulkhead fitting. See Image #10 WIRING HARNESS SIDE OF PUMP IS AT THE BOTTOM

14. With the fill tube bulk head location marked, remove the fill neck from the machine. Discard the plastic fill neck interior tube, and drill the bulkhead hole using a ¾ drill bit (yes this is a smaller hole and should be a very tight fit on the bulkhead). 1 metal washer goes on each side of the rubber tube. Use plenty of loctite on the bulkhead fitting and its securement nut. Once fitted, reinstall the fill neck. Do not tighten then fill neck clamps until the fittings are all attached to ensure proper alignment and fitment. Ensure there are no binding or tight spots in the fuel system before tightening the fill tube clamps. After the fill tube is secured and tight you may tighten all fuel lines and fittings.



Completed Installation of fuel lines and pump assembly

Routed -6 and -4 fuel lines

