


PRO R Auxiliary Fuel Tank Installation Instructions

Inspect tank and fittings for any damage before starting the install process.

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. It's best to park the car on a slight uphill incline to fully drain the accessory 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.

You will need to remove the factory seats, folding seat brackets, plastic trims, seat belts unclipped, fire wall panels, ETC. The factory metal seat base will need to be lifted to fit the accessory tank under.

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.



Rubber isolator installation

The supplied rubber strip will be secured to the factory chassis bar. This allows it as a pad for the tank to rest on. The screws will be recessed into the rubber. When tightening you will only

tighten them until the rubber begins to deform. Over tightening will only pull the screws through the rubber. Apply loctite to the threads of the self tapping screws.



Kit installation

Remove the factory fuel tank fill neck. You will drill a 3/8" hole into the rubber tube 2.5" from the bottom. This will be the hole for the bulkhead fitting. The fitting will be tough to push through the smaller hole but it is important that it is this way in order for the bulkhead washers to not pull through when tightened.

Use plentiful loctite on the bolk head threads when tightening the fitting. You are sandwiching rubber, do not overtighten! When you see the rubber begin to deform, this is a good stopping point.



For fuel pump and fitting installation..

Your fuel pump may have an oily substance inside, this is only assembly lubricant to prevent corrosion after assembly. This is normal and simply draining and shaking out the residual is all that is needed. Fuel will break it down and will not affect anything.

~When installing the stainless fittings to the fuel tank, there will be a copper washer between the fitting and tank, the fuel tank side of the fitting will have loctite applied and tightened into the tank. Once tight you can install the bolt and 2 washers in a similar angle as pictured. This bolt will also use loctite. This bolt has holes drilled into the head for the use of safety wire.

~When installing the fuel pump, the supplied crush washer goes between the fitting and the fuel pump, loctite the threads.

~For the top banjo fitting, the supplied crush washers go on the top and bottom of the banjo fitting. You do NOT loctite the flared AN side of fittings. Loctite is used on the bolt that secures the fuel pump clamp to the tank.



With the fuel pump assembly installed onto the tank, you can install the fuel tank into place.

It is best to warm the end of the fuel line and lubricate the fitting before pushing the line onto the fitting. No clamps or zip ties are needed for this style of fuel line. Again, never use loctite on any AN flared fittings

Off the pump you will use a 120° fitting. You will loop the fuel line giving the system slack before routing it toward the fill neck.



Attach the 4an breather line to the filler neck and route it towards the back of the car, under the seat bar, and towards the 6an line where you will begin to secure the lines to the e-vap lines using zip ties every 4"-6"'. You will follow the e-vap lines to the factory aluminum fuel line shield. You will go inside the factory aluminum shield towards the fill neck bulkhead fitting. Never route or secure the fuel lines in a way that pinches, or puts excessive pressure that could cut or damage the fuel lines.

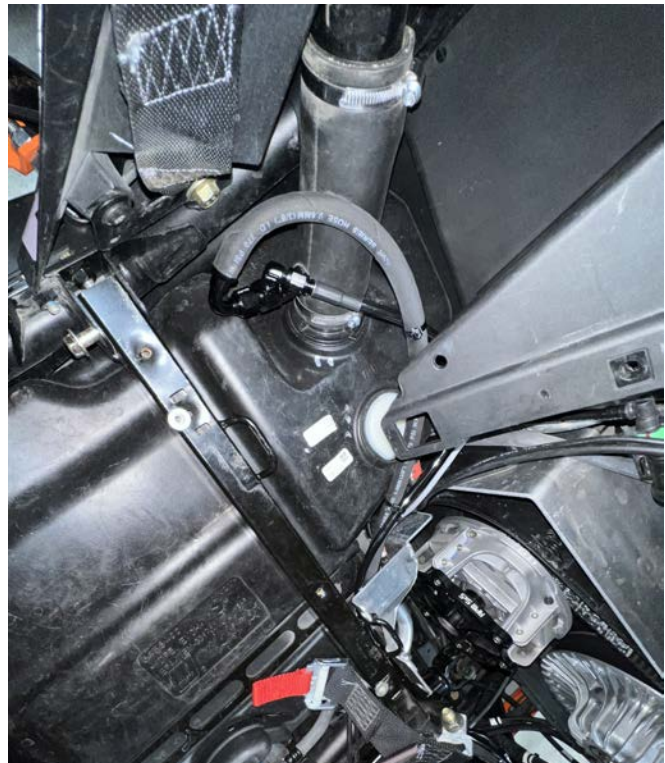


With all the lines secured to the bulkhead fitting it's a good idea to secure all the hoses to the square tube, away from the clutch cover.

At this time you will assemble the -4an 90° fitting to the supplied -6an female fitting. Use loctite on the NPT portion of the 90° fitting. You will aim for the same angle as pictured and adjust as needed once installed.

For the -6an line, you will be connecting it to the supplied -6an 120° fitting. Leave slack in the line and measure and cut to length. secure the fittings and lines to the bulkhead fitting. Zip tie the lines as needed, securing them to each other.

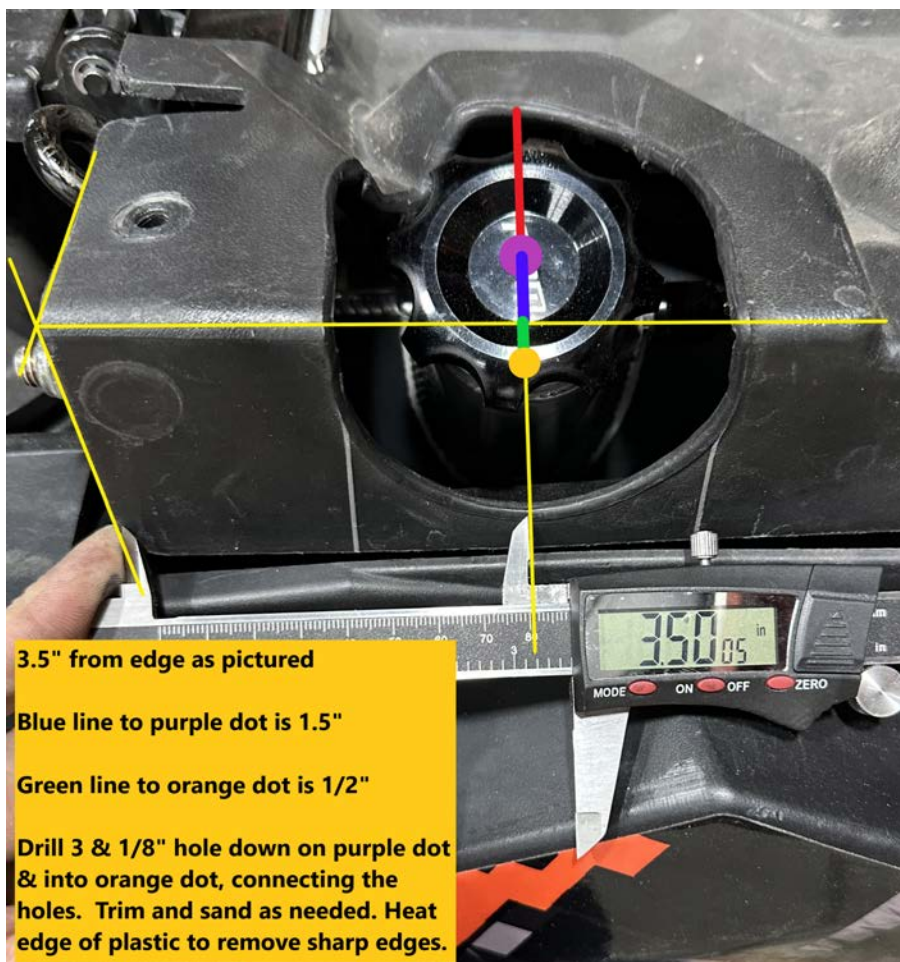
There should be no torquing or twisting pressure on the bulkhead fitting. Adjust the factory fill neck hose as needed, if needed.



At this time you will move to the wiring of the fuel pump. Secure the Red to the + and black to the -. Secure the wiring using a zip tie to the fitting above as pictured.



With the tank assembly done. You will need to drill the plastic using a 3&1/8" hole saw bit or dremel. Cut as pictured below.





At this time you will re-assemble the seat bar hardware and reinstall the factory plastics to the machine.

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ADDING A ADDITIONAL TANK

Adding an additional tank ties into the existing fuel system by either using the supplied -6an Y adapter for the fuel line, or by adding a "T" 6an and 4an adapter to accommodate the additional fuel system.

The wiring for the second pump can be connected to the first essentially daisy chaining off each other.

This is a universal wiring and plumbing kit and can be modified as needed.

Due to the many variations of fuel system options, there is no 1 set of instructions that would work for every option. Depending on the route and fittings used you will have extra fittings when finished with the installation of any additional tank.