

GENERAL TORQUE SPECIFICATIONS:

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|-------|---------|----------|-------|---------|----------|
| 1/4" | grade 5 | 10lb/ft | 1/4" | grade 8 | 14lb/ft |
| 5/16" | grade 5 | 19lb/ft | 5/16" | grade 8 | 29lb/ft |
| 3/8" | grade 5 | 33lb/ft | 3/8" | grade 8 | 47lb/ft |
| 7/16" | grade 5 | 54lb/ft | 7/16" | grade 8 | 78lb/ft |
| 1/2" | grade 5 | 78lb/ft | 1/2" | grade 8 | 119lb/ft |
| 9/16" | grade 5 | 114lb/ft | 9/16" | grade 8 | 169lb/ft |
| 5/8" | grade 5 | 154lb/ft | 5/8" | grade 8 | 230lb/ft |



INSTRUCTIONS FOR SWS PART #: 890-0922 & 890-0923

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Note:

This installation is being shown on a 1957 Chevrolet car. Installation of this 29 gallon tank involves removing the spare tire pocket. Installation on a 1955-56 car will vary slightly only when installing the filler neck. This tank will mount to the frame and not to the trunk pan like the original factory tank.

Instructions:

1. Secure the vehicle on a lift or on jack stands.

2. Disconnect the fuel hose from the filler neck and fuel line from tank. Un-bolt the gas tank straps and carefully lower the tank down. If your tank is full of fuel, it might be best to try and drain as much as you can. You can use a floor jack under the tank to help lower the tank down if you cannot drain the gas out.

3. Remove the wire from the sending unit.

4. Once the tank and straps are removed, you will need to cut the stock tank strap tabs off. This will allow more room for the new aluminum tank to fit.



5. With the stock tank removed, the spare tire pocket can now be removed from the trunk floor. Using a spot weld cutter, drill out the spot welds that hold the pocket to the trunk floor.



6. The steel filler plate can be screwed, welded or epoxy glued in if desired.

7. Assemble the front cross-member as shown. Tighten the end down just enough so the end brackets can still slide.



8. Install the front crossmember onto the frame rail. Slide the ends out to meet the sides of the frame. Be sure the crossmember is centered between the frame. Do not drill any holes yet.



9. With a helper, lift the tank up and clamp it to the rear cross sill, making sure it is centered. With the rear of the tank clamped, line up the front crossmember to the tank. Install two bolts to hold the tank to the crossmember.



10. Once the tank is centered and square in the frame, drill a 5/16th hole through the front crossmember hole and into the frame. Install the supplied thread forming bolt. Do the same for the other side.

11. At this time you can drill the holes in the rear crossmember. Using the holes in the tank flange as a guide, drill 6 13/32nd holes.

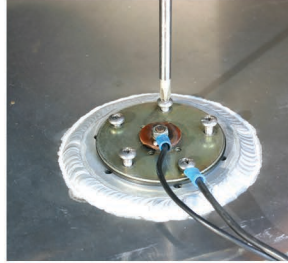
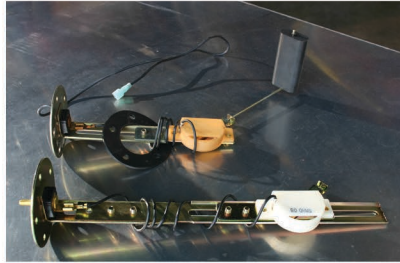


12. Remove the tank leaving the front cross-member. Mark the remaining crossmember hole. Remove the crossmember and drill a 5/16th hole into the frame. Reinstall the front crossmember with the 4 thread forming bolts.



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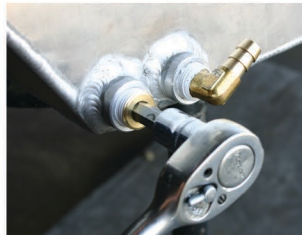
13. You will need to install the sending unit into the tank before it is installed. Depending upon the sending



unit you have, you will need to shorten it according to the manufacturer's instructions. Be sure to attach the sending unit wire and ground lead first. Leave the wires long. Once the tank is installed you will not be able to access them. Once the wire is installed onto the sending unit stud, cut off the excess length. If this is not cut, it may result in the sending unit grounding out on the trunk floor.



14. Install the vent hose tube fitting. Be sure the fitting is down as far as it can go. When tight, the fitting should be pointed to the driver's side. Install the vent hose.



Install the fuel line fittings into the tank. If you are not using fuel injection, plug one of the holes.

15. It is also easier to install the fuel hose with the reducer on to the tank at this time. You will need a 4 1/2" long piece of 1 1/2" hose and secure it with the hose clamp.



16. Install the tank into the car. You will need to tip the tank to the side so you can slide the neck over the



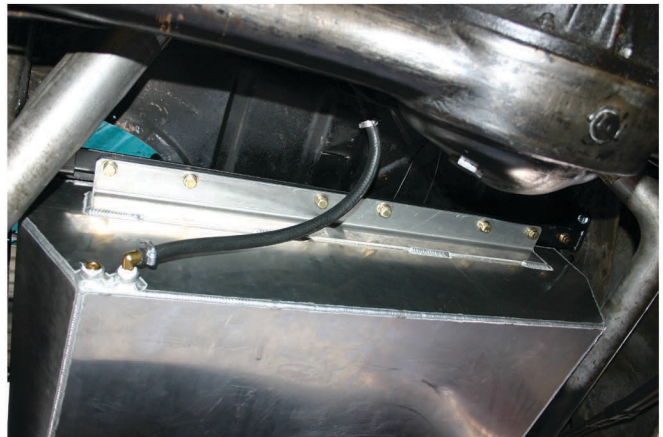
frame. Secure the tank to the front crossmember using the nut plates and rear crossmember using the supplied hardware.



17. Install a 2-1/2" piece of 2" hose to the reducer. Your factory steel filler hose will need to be shortened. Hold the filler inside the quarter panel and line it up with the filler neck that is still in the car. You will need to cut the end off that goes to the reducer on the tank. Cut the filler long enough so it will go inside the 2" hose. Photo at right shows the factory filler tube already cut.



18. Install the filler and tighten down the hose clamps. Route the vent hose up to the filler neck.



19. Hook up the fuel sending unit wire to your factory harness wire. Also, hook up a 3/8" fuel hose to the fitting on the tank.



20. Fill the tank with gas and check for leaks at the hose clamps. Tighten down the hose clamps if there are any leaks.