

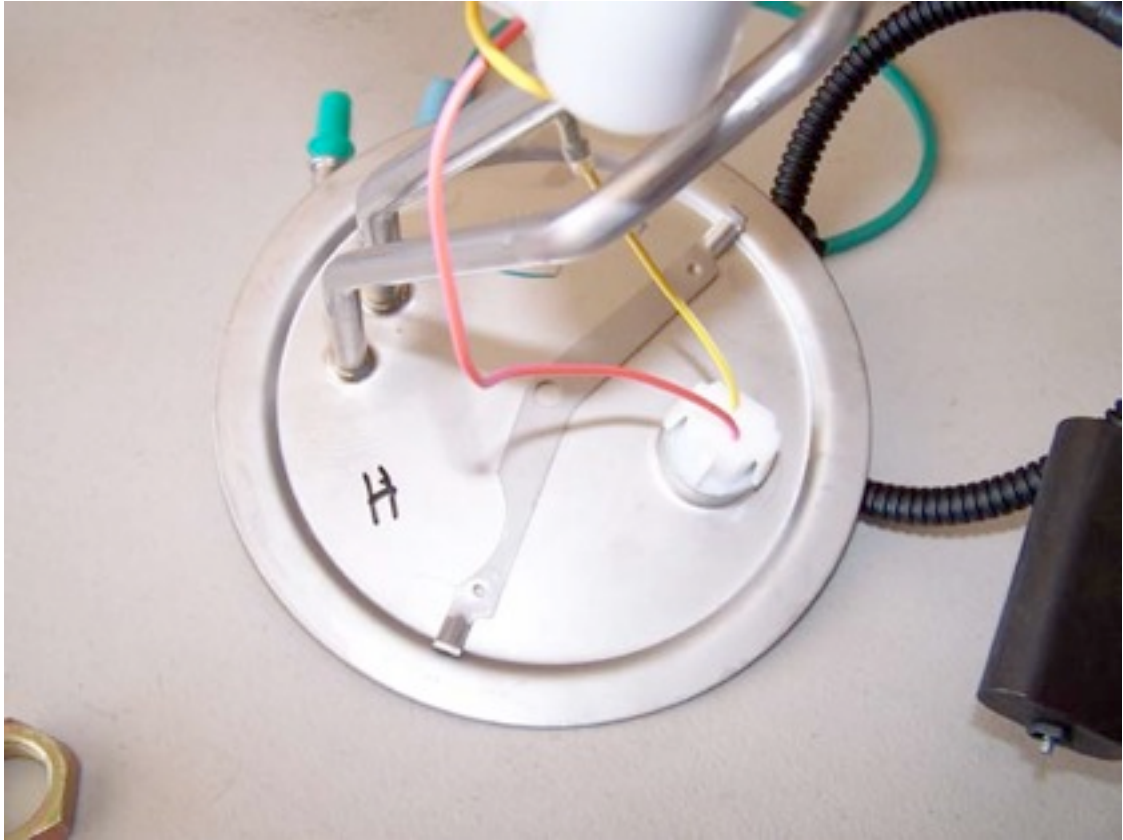
# Installation Instructions

These instructions are intended simply to be a guide for the installation of a large pickup assembly into the stock fuel tank of a Ford Super Duty Truck or Excursion. If you have any questions, please don't hesitate to contact us by telephone or e-mail, we'll be glad to answer them.

Remove the Fuel Tank from the truck and remove the sending unit assembly by unscrewing the large plastic retainer ring. HINT: Leave the retainer ring in the sun and the tank in the shade; this will make reinstalling the ring easier later.

Measure the distance from the top of the sending unit mounting location on the tank to the bottom of the tank... retain this measurement for later use. For plastic tanks, it is a good idea to have the tank sitting on a pair of 2x4s so that the bottom of the tank retains its "natural droop".

The "H" marks the approximate location for the Hole that needs to be drilled.



We recommend the use of a stepped drill bit for drilling the sending unit plate, these typically result in the best quality hole. The hole should be drilled just large enough for the bulkhead fitting to fit through without leaving too much gap around it.

After drilling and deburring the hole and cleaning the pickup assembly, the bulkhead fitting installs from the top (with a sealing washer on each side of the factory sending unit plate) and is secured with the large nut on the bottom as seen in pictures on the next page. TIGHTEN NUT SECURELY.

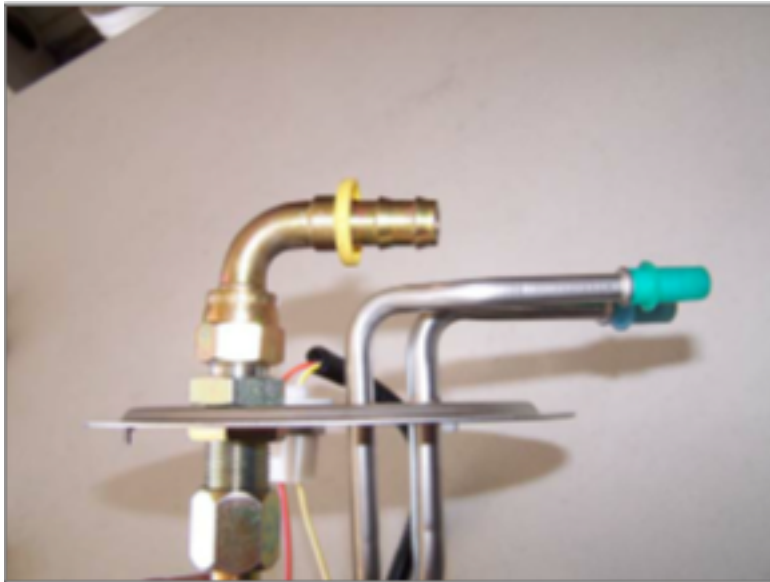
Slide the tube sleeve (large end first) over the pickup tube, then the tube nut. The sleeve should protrude through the bottom of the nut as shown.



Secure the pickup tube to the bulkhead fitting as shown.

Note: the pickup tube is longer than the stock pickup assembly. Using the measurement you took earlier along with a tubing cutter, shorten the pickup tube to  $\frac{1}{4}$ " shorter than the fuel tank depth. This will insure that the tube is not resting on the bottom of the tank when installed. Check end of tube for burs and clean before proceeding.

When installed in the truck, the 90° hose end will be pointing in the same direction as the stock pickup and return lines as shown in the picture to the right.



Installation of this fitting requires some muscle. We recommend keeping the fitting cool and the hose warm until you're ready to work with them. It is sometimes beneficial to put the end of the hose into a bucket of hot water just prior to installing the fitting as this helps to soften the hose temporarily, making it easier to work with.

Installation is simply a matter of pushing the hose onto the fitting until it seats in the bottom of the yellow stop disc. As easy as that sounds, this typically requires putting the fitting in a bench vise and putting your weight into getting the hose onto it. Rest assured, once it's on, the only way it's coming off is with some kind of cutting tool.

Once the sending unit is modified and cleaned, it can be reinstalled into the tank, and the tank reinstalled into the truck. Pay close attention to the stock fuel lines, making sure to reconnect the return line as it will still be in use and you don't want any leaks. Capping the stock pickup tube on top of the tank is recommended as it will keep debris out and prevent unwanted fuel leakage. Also, don't forget to reconnect the sending unit wiring harness or your fuel level gauge won't work.

Make sure you use a backup wrench on the bulkhead fitting when tightening the 90° hose end! You're now ready to finish plumbing the rest of your fuel system.