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Orders/Information: (951) 653-7720

**IMS (RED HEAD VALVE)  
DRY BREAK RECEIVER  
with mounting hardware:**

**Fits All IMS  
Dry Break Tank Models**

**IMS Part #:  
218385**

**IMS PARTS LIST**

- (1) Dry Break Receiver (PP20FTM)
- (9) 5x12 Flat Allen (7991105012)
- (1) Viton Flat Gasket (218332)
- (1) 90° Vent Fitting (218395)
- (1) 011 O-ring (MCM-9464K16)
- (1) 5/16 Nut (MCM-91845A115)

**WARNING!**

Prior To Installation Clean IMS Tank Interior Thoroughly.  
Install This Fuel Tank **ONLY** In a Well Ventilated Area  
, As GASOLINE FUMES ARE EXTREMELY DANGEROUS.  
**DO NOT START OR OPERATE VEHICLE IF THERE ARE ANY FUEL LEAKS!**  
IMS Recommends Installation Be Performed By a Licensed Mechanic.  
Improper Installation May Lead To Severe Bodily Injury Or Death.  
Prior To Installation Read All Instructions.

**INSTALLATION**

Before you install the IMS dry-break receiver, be sure that the fuel tank has been properly installed on the motorcycle as per manufactures instructions.

The tank vent nipple must be installed before the IMS dry-break receiver is installed.

We suggest installing the vent nipple approximately 3/4" from the top of the tank at front & just off to one side or the other. Select a spot on the tank that will allow for the most fuel in the tank & is clear of any obstructions. Make sure that the nipple & hose will be clear of cables, handle bars or triple clamps.

After carefully selecting the nipple position drill a **5/16"** hole in the tank. Use some method to keep the plastic shavings from dropping into the tank.

Making sure the O-ring on the vent nipple is securely seated against the outside tank wall. The O-ring will be on the outside of the tank.

Reach inside the tank & insert the threaded portion through the hole. Screw the hex nut onto the threads tight, the hex nut will be on the interior of the tank.

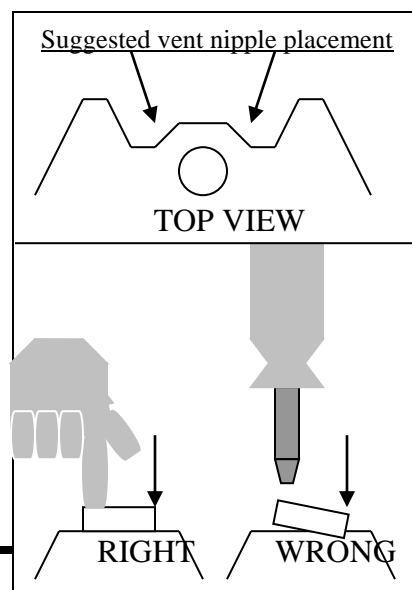
Install the large O-ring onto the dry-break receiver flange & set it into the hole on top of the tank. The dry-break receiver will fit into place with **hand pressure only!** If the dry-break receiver does not set into position make sure it is going in straight. Then rotate the dry-break receiver in either direction to see if it will seat properly into the hole. **DO NOT FORCE THE DRY-BREAK RECIEVER TO SEAT FLUSH BY TIGHTENING THE BOLTS!**

Align holes & install all bolts  
Finger tight.

Complete the installation by  
Firmly tightening the bolts in a  
Crossing pattern, ensure that equal  
Torque is used on each. **DO NOT  
OVER TIGHTEN THESE BOLTS  
OR THE NUTS MAY STRIP OUT  
OF THE TANK.**

Make sure that the dry-break  
Receiver is completely seated before  
Fueling.

Blast some fuel into the tank,  
Check to see that no fuel leaks exist  
& enjoy more riding & shorter pit stops!



**"FOR COMPETITION USE ONLY"**

**"Legal in California ONLY for racing vehicles  
Which may never be used upon a highway?"**