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IMS FUEL TANK **DRY BREAK** **SCREW CAP** **FITTING:**

Fits "All" IMS
Dry-Break Tanks

IMS Part #:
218399

IMS PARTS LIST

- (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)
 - (1) N/Vent Gas Cap #322121-Bulk
 - (1) Seal #322101
 - (1) Screw Cap Adaptor
- # 218399-BULK-BLK

WARNING!

Prior to Working on Fuel Tank Always Drain Fuel Into an Approved Fuel Container . Install This Fuel Tank ONLY In a Well Ventilated Area, As Gasoline Fumes Are EXTREMELY Dangerous. DO NOT START OR OPERATE THE VEHICLE IF THERE ARE ANY FUEL LEAKS! IMS Recommends That Installation Be Performed By a Licensed Mechanic. Improper Installation May Lead to Severe Bodily Injury or Death. Read All Instructions Prior to Installation.

INSTALLATION

Before you install the IMS dry-break screw cap fitting, be sure that the fuel tank has been properly installed on the motorcycle as per manufacturer's instructions to choose air vent location.

The tank vent nipple must be installed before the IMS dry-break screw cap fitting is installed.

We suggest installing the vent nipple on the front of the fuel tank approximately $\frac{3}{4}$ " from the top of the tank & just off to one side or the other. DO NOT choose location in line with brass insert for mount screw. Select a spot on the tank that will allow for the most fuel in the tank & is clear of any obstructions including brass inserts for fitting attachment. Make sure that the nipple & hose will be clear of cables, handle bars or triple clamps.

After carefully selecting the vent nipple location drill a **5/16" hole** 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.

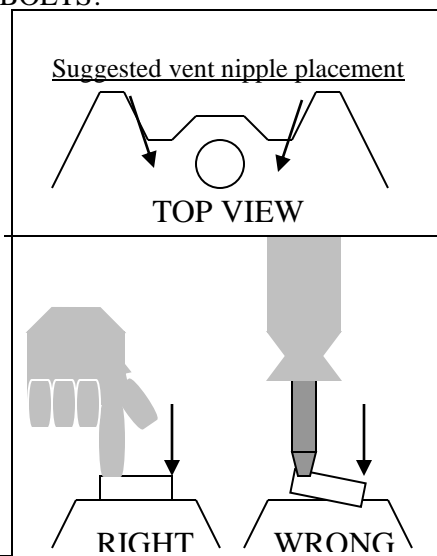
Reach inside the tank & insert the threaded portion through the hole. Screw the hex nut onto the threads tight, the hex nut will be on the interior of the tank.

Install the large flat gasket onto the dry-break screw cap fitting flange & set it into the hole on top of the tank. The dry-break screw cap fitting will fit into place with **"Hand Pressure Only!"** If the dry-break screw cap fitting does not set into position make sure it is going in straight. Then rotate the dry-break screw cap fitting in ether direction to see if it will seat properly into the hole. DO NOT FORCE THE DRY-BREAK SCREW CAP FITTING 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 Screw cap fitting 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."**