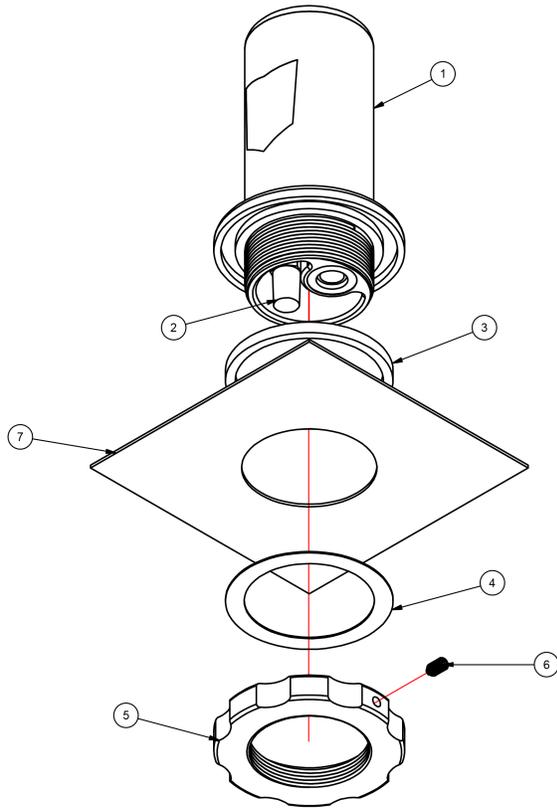




II MUCH BULKHEAD FUEL VENT INSTALLATION



Parts Guide	
No.	Description
1	Fuel vent (bulkhead)
2	40 micron filter
3	Gasket
4	Washer
5	Nut
6	Set screw 1/4-28 x 3/8
7	Mounting surface (for reference)

Figure 1

Warning

Please read the following safety cautions:

1. The II Much Fuel Vent does not provide rollover protection.
2. Working with fuel is dangerous. If fuel is handled improperly it can lead to fires and death. It is imperative above anything else that all appropriate safety measures be used to control the fuel and any ignition sources, including static electricity, heat, sparks, and any other sources. Fuel lines and connections must be used in accordance with manufacturer's specifications and routed away from any potential sources of heat, ignition, and protected from mechanical damage. If you are unsure about your work or safety, stop immediately and consult with a qualified automotive technician and/or safety official.
3. Some fuel tanks are prone to a siphon effect when overfilled, resulting in fuel discharge from the vent until enough fuel is lost to break the siphon effect. While this is a rare condition, it seems more prevalent with OEM tanks designed for a vented cap. See (3.0 Siphon Test)
4. Any modifications of the fuel tank sending unit should be accomplished by a qualified mechanic who understands the inherent risks.



II MUCH BULKHEAD FUEL VENT INSTALLATION

Tools

The following lists the minimum tools required. Depending on your vehicle and mounting location, more tools and materials may be needed.

1. 2.5 hole saw or equivalent. We recommend "Holcutters" by Blair Equipment Company, pn 14674.
2. 1/8" Hex key
3. AN wrenches or equivalent
4. Light lubricant, such as WD40.

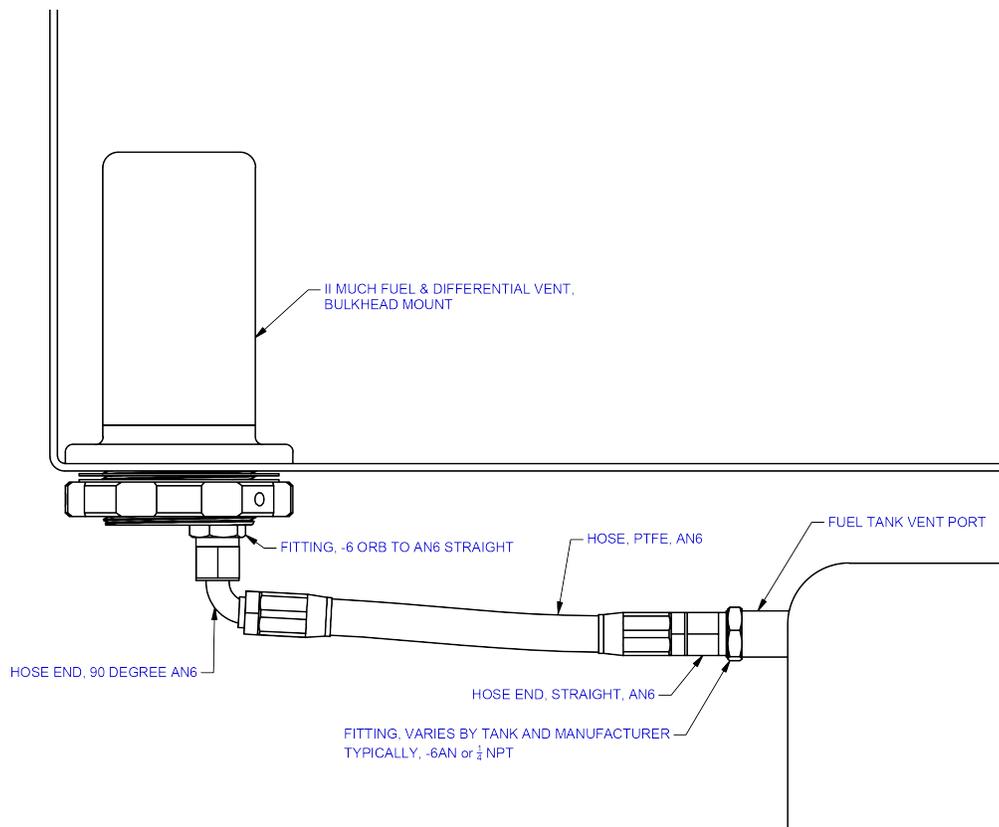


Figure 2

Background

Modified vehicles often have poorly designed or non-existent fuel venting systems, which can result in spillage during high-G maneuvers and odor buildup in confined spaces. The II Much Fuel / Differential Vent provides the following benefits:

1. Eliminates the need for a vented fuel cap, which reduces or eliminates fuel spillage.
2. Allows atmospheric breathing for differentials reducing stress on rear end gaskets and seals.
3. Reduces or eliminates the smell of fuel or gear lube in enclosed spaces.



II MUCH BULKHEAD FUEL VENT INSTALLATION

Installation (see Figure 2 above)

1. Determine mounting location. It is important to allow room for plumbing to connect to the tank vent port, and to utilize a flat surface to allow proper gasket sealing.
2. Drill or cut a burr free 2.5" hole at mounting location.
3. Apply a very light coating of WD-40 to both sides of the plastic washer.
4. Position the Vent in the mounting hole, making sure the gasket is properly positioned in the gasket groove.
5. Install washer in place, and tighten nut (by hand, if possible) until the gasket is fully compressed. It should be easy to feel when the gasket is compressed and the flange is fully seated on the sheet metal. **NOTE:** The main nut is not symmetric: Look for the relief cut in the threads, and raised boss on the face. These should face up, towards the washer.
6. Tighten the set screw on the nut with an 1/8" hex key. There are two threaded openings for the set screw so that one will be accessible when the main nut is tight.
7. Connect the tank vent line to the port, which is AN6 ORB (AN O-ring). We carry straight, 45 and 90 degree fittings, as do other manufacturers.
8. Ensure the vent line from the tank to the Fuel Vent allows captured gasoline liquid and vapor to return to the tank via gravity, with no low spots for gasoline to collect.

Siphon Test

To determine if a siphon effect may occur, the following steps should be taken:

1. Fill the tank with fuel.
2. Attach a hose of sufficient length to fuel tank vent port.
3. Attempt to siphon from the full tank. If you can't siphon fuel than it is unlikely you will have a problem.

If the siphon effect is observed, one of the two options should fix the problem

1. Reduce the amount of fuel in the tank, or
2. Modify the pickup inside the tank such that it does not allow siphoning. Typically the vent port on an OEM sending unit has a length of tube that extends into the fuel. Shortening or removing this length of tubing will prevent the siphon effect.

Best Practices

Do!

- Install the Vent higher than the fuel tank or differential.
- Verify the nut is oriented with the step in the threads facing up.
- Use an unvented fuel tank cap.
- Test your installation for a siphon effect.
- Use fuel lines rated for modern fuel additives
- Call our Tech support line at **321-972-4935** with any questions.

Don't!

- Over fill or "Top-Off" the fuel tank
- Leave a low spot in the line between the Vent and the tank (or differential).
- Over tighten the main nut setscrew.