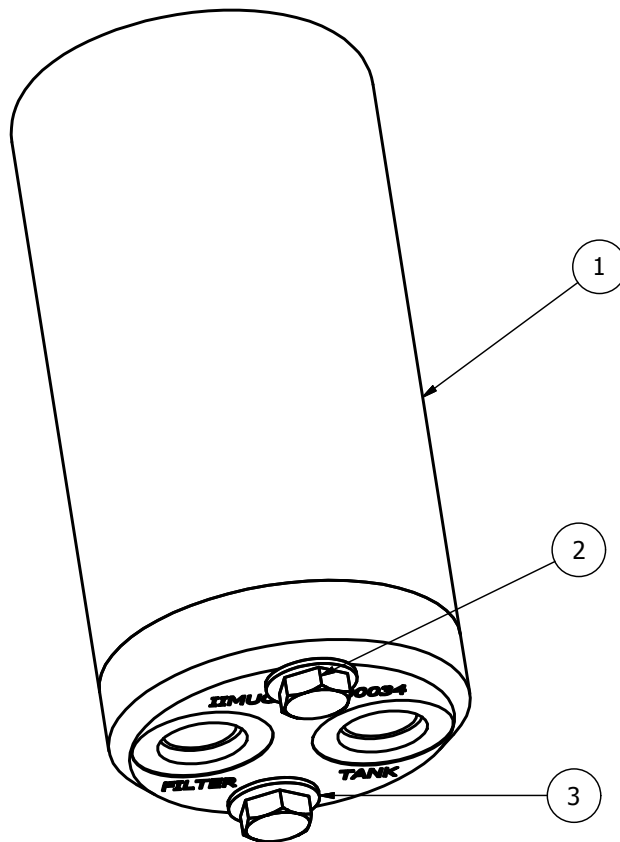




II MUCH DUAL MOUNT FUEL VENT INSTALLATION



Parts Guide	
No.	Description
1	Fuel vent (dual mount)
2	Stainless steel 1/4-20x 0.75 capscrew (2)
3	Stainless steel 1/4-20 washer (2)

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 DUAL MOUNT FUEL VENT INSTALLATION

Tools

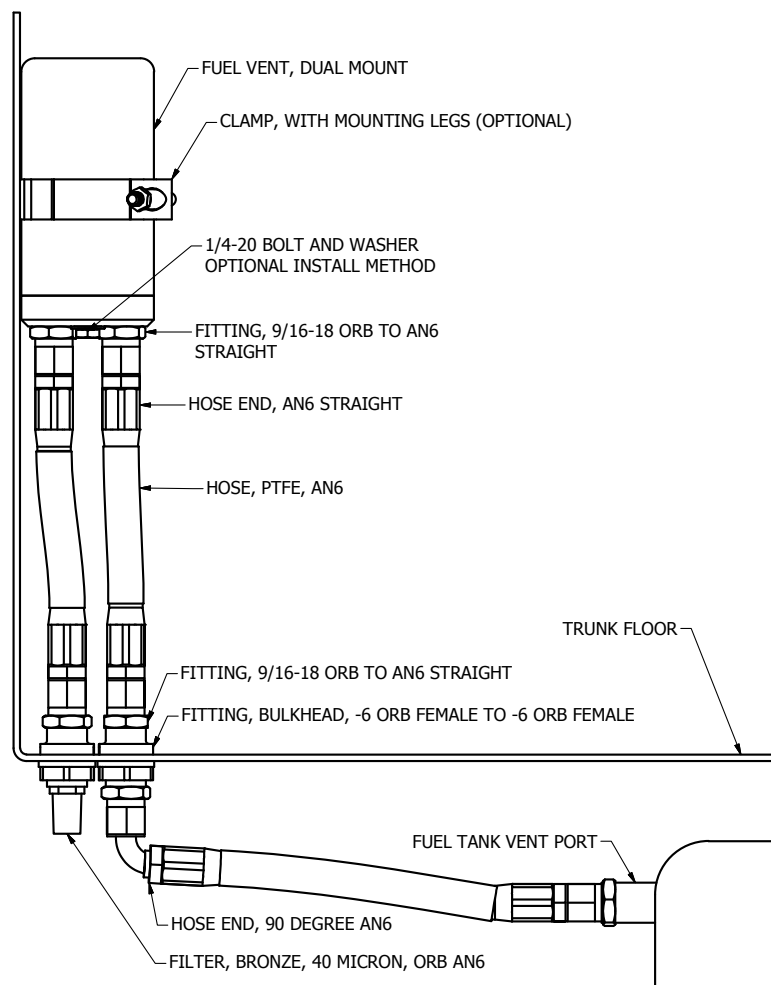
The following lists the minimum tools required. Depending on your vehicle and mounting location, more tools and materials may be needed.

1. Drill motor and bits for locating the Fuel Vent and passing plumbing fittings through the trunk floor.
2. 7/16" wrench or socket and ratchet
3. AN wrenches or equivalent

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 DUAL MOUNT FUEL VENT INSTALLATION

Installation (see Figure 2 above)

1. Determine mounting location. It is important to securely mount the vent in a vertical orientation, leaving room underneath for plumbing. The included 1/4" hardware or optional clamp are designed to make mounting the vent easy. Many people use the back-seat brace or inner fenderwell under the package tray, and the vent can also be mounted to the floor.
2. Design the plumbing connection from the tank to the Fuel Vent. The vent has a pair of 9/16-18 ORB (AN6) ports, and there are many effective ways to connect the vent system. The routing of the vent goes from the tank vent port through a bulkhead fitting in the trunk floor to the vent port (marked as "TANK") on the Fuel Vent.
3. From there the plumbing goes from the filter port (marked as "FILTER") back through another bulkhead fitting to an optional filter.
4. 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. The plumbing from the vent to the filter can be routed without concern about low spots.

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 these 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.
- Use quality plumbing fittings and a non-permeable hose. We recommend (and sell) PTFE-lined hose, hose ends, bulkheads, and related fittings, but high quality rubber hose rated for fuel can be used, if it has a rating of SAE J30R9 or higher.
- Use an unvented fuel tank cap.
- Test your installation for a siphon effect.
- 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).
- Allow the filter port of the vent to be open to the inside of the vehicle.