

OMARS FIBERGLASS COMPANY

TANK INSTRUCTIONS

WARNING 1

Never use any form of alcohol in a fiberglass tank unless it is coated with our Guard-Cote™

Oxygenated (corn based) ethanol (gasohol) fuel will leach resin from tanks with uncoated interior surfaces and deposit it in your carbs and valves guides. There it hardens. Engine disassembly is the only cure. **You are warned!** Tanks, engine labor and parts are never covered under warranty if you use gasohol or any other chemical with alcohol in an uncoated tank. Our Guard-Cote eliminates this problem. I think is always smart to drain your tank for extended storage.

Never use these chemical in an uncoated tank:

- | | |
|---|---|
| <input type="checkbox"/> Stabil fuel preservative | <input type="checkbox"/> Alcohol based fuel preservatives |
| <input type="checkbox"/> Nitro | <input type="checkbox"/> Octane boosters |
| <input type="checkbox"/> Anti-freeze | <input type="checkbox"/> De-icers |
| | <input type="checkbox"/> Methanol |

WARNING 2

The tank cap has check valve backed by a tiny spring in its core. The check valve closes when a fuel surge is detected by the floating ball valve. If you fill your tank completely full, the cap can weep fuel onto your paint job because the ball doesn't close when fuel sloshes latterly (side-to-side). We have experimented with other caps but this one is the best. Do not fill your tank to the very top but if you insist in doing so, epoxy a 3/8" length of aluminum pipe 5/8" ID under the cap. Drill two tiny 1/16" holes in the sides of this short pipe. This remedy stops fuel weeping from sloshing even with a full tank.

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Guard-Cote™ interior tank coating

After much testing we finally arrived at an interior tank coating which inhibits the leeching effect of ethanol. Guard-Cote™ is standard with all long tanks and an option with short, dirt track styled tanks. We believe we are the only company with an anti-ethanol coating and we are not sharing the secret. It's a competitive thing you understand. You may see a bluish cast in your fuel lines with a new tank. This is an inert dye that is of no consequence.

Hints and tips

- 1) Always use an **in-line filter** to trap debris from entering your engine.
- 2) **Why fiberglass is not DOT approved for street use.** No fiberglass tank is DOT approved for highway use. Fiberglass can crush and crack upon impact exposing fuel to fire which could kill you. Ask for a refund if you consider this tank unsafe for your application. You alone are responsible for the safe and legal use of, and safe installation of this tank. Omars Fiberglass Company is not responsible for injury or death caused by the improper installation and/or use of this tank.
- 3) **Petcocks.** Threads are 1/4" NPT. Use 5 minute epoxy on tank and petcock threads to install. Tighten as you would any pipe fitting. Allow to cure overnight. Unscrew and reinstall petcocks as often as needed but reuse epoxy. To make both petcock levers to open to the outside edge, grind/cut away the lever stop on the petcock.
- 4) **Foam cushioning for all tanks.** Use water pipe insulation or other dense foam to isolate tank from frame or any metal contact. A metal point can vibrate its way through fiberglass in a short time. Foam should allow a snug fit of the tank on the frame-it should not be able to wiggle about in the least.
- 5) **Hidden Tank Mount™** is trade marked (TM) and is a (c) design copyrighted tank feature. The little slot under the cap is for a pry-off tool like a screw driver. Sand mount hole cover cap and paint to match the tank or leave it as it is. A few tanks have this feature.

Installation

- 1) Trial mount the tank before you paint. See different styles of mounting systems required for different tanks - further on.
- 2) Seal the small gap between the tank body and filler neck so gas won't seep into the crack and slowly, over time, eat away the under layers of paint. Fill the gap with Bondo or spot filler and paint over it. Mask off the filler neck top and smidge down the sides prior to painting.
- 3) Paint prep. Prior to painting, swab tank exterior with thinner/cleaner to remove the mold wax residue. Sand with 400 wet/dry sand paper. Stop when no shinny gelcoat shows. Swab tank again. Sanding allows an anchor for primer. Prime with epoxy primer and paint with quality automotive paints.

Tab mount tanks

The best way to mount these tanks to your frame is rather simple. Drill a 5/16" hole in rear tab, another through the neck collar (away from the active tank cavity). Weld two 5/16" upside down bolts to a steel strap. Bolts of a safe grade! A strap contoured to back bone shape would be best. Position the bolt locations on the strap to match tank holes. Mount strap to frame with strong, safe hose clamps. Use cushioning material between strap and frame. Slide the tank onto bolts and secure. See illustrations.

Street Tracker tank on 650 Yamaha, 1974-1980

Your stock rubber front cushions pop right on our hardware under the tank. The tank tab fits over rear tank mount stud. You do not use the stock rear rubber cushion. Use thin rubber fender washers to cushion the tank from the fender and both from the frame. You may have to trim the shape of the fender or tank for clearance between the two. The tank fits over the fender. The seat cushion fits over the tank. You may have to trim the rubber cushions if the hat style mounts are installed in the tank too far forward. Or if they are a bit uneven side to side-trim cushions to level tank. The pet cocks are now mounted far forward so you can get your little fingers in there to open/close them. Just cut you gas line extra long so it's forced up against the tank bottom, this will keep it away from the hot engine.

Street tracker tank on 650 Yamaha, 1970-1973 and 1981-1983

These tanks had longer mount spans than the '74-80 models for which we designed our tank. It is likely that you'll have to move the frame's "elephant" ear half cups (which accept tank cushions) to the rear. Simply drill out the spot welds, measure the span on our tank and re-weld the ears in a new position. The distance from the rear tank mount post forward to the center of the new ear locations should be about 19 1/2 to 19 3/4". If you have already painted your frame, just pop rivet the elephant ears back on the frame. See paragraph above about gas lines.

Center mount tanks

Buy automotive style hose clamps to mount the center mount strap to your back bone. You may have to buy a different length stove bolt if ours is the wrong length. Position the mount kit where the tank looks best on the frame. Use extra dense quality foam rubber (like water pipe insulation) to isolate the tank from the frame. Vary foam to level the tank. Use enough foam so the tank is snug on the frame and isolated from metal contact. Affix foam to the frame with strong tape or long tie wraps.