



ATTENTION FITMENT CENTER: **THIS PAGE MUST BE LEFT IN THE** **VEHICLE FOR THE CUSTOMER!**



Warning: Do not use the fuel tank as a jacking point as it will cause damage to the tank and tank mountings. For example, do not use an air jack underneath the tank to lift the vehicle.

1 FILLING YOUR AUXILIARY FUEL TANK

- (A)** **Filling using the original filler:**
When filling up your vehicle, both the main and auxiliary tank will fill up at the same time. We recommend that the first setting on the fuel station's fuel pump is used, allowing both tanks to fill without any airlocks.

- (B)** **Filling using a secondary filler:**
When filling up your vehicle's auxiliary tank, fill as you would normally fill your main tank, using the second filler.

2 TRANSFERRING FUEL BETWEEN TANKS

(A) Gravity fed tanks:

The majority of the Front Runner tanks are gravity fed. Gravity feed is when your main tank is continuously being fed from your auxiliary tank. You will notice that your fuel gauge will remain above the three quarter level mark for longer. When your fuel gauge drops below the three quarter level mark, it will be a rough indication that the auxiliary tank is empty. The fuel gauge will work as normal from that point onwards.

(B) Pump transfer tanks:

To transfer the fuel from the auxiliary tank to the main tank you must switch the pump on at the switch (which is located inside the vehicle). The fuel pump is a 12V low pressure pump and pumps around 2 liters a minute, so ensure that you do not leave the main tank completely empty before you start to pump. We advise that you start pumping fuel when your fuel gauge reaches the quarter level mark. Make sure that you watch your fuel gauge and switch the pump off as soon as the fuel has transferred into your main tank.

When switching the pump on you will hear a soft ticking noise, when the fuel has been completely pumped into the main tank and the auxiliary tank is empty, the pump will make a loud ticking noise. The pump must be switched off as soon as you hear this noise. The loud ticking noise indicates that the pump is running dry which will damage it if left unattended.

Troubleshooting Guide:

Diagnosis	Solution
Pump is not working and the indicator light on the switch is off when the switch is in the "On" position.	- Check that the fuse for the pump is not blown. - Check wiring
The indicator light on the switch is on, but the pump is not working.	- Give the fuel pump a few light taps as the diaphragm inside the pump may be sticking as a result of contaminated fuel. If tapping does not solve the problem, further investigation is required and the pump may need to be replaced. - Check Wiring
Fuse Keeps on blowing	- Check Wiring

3 FUEL TANK TESTING

- (A) All tanks developed and manufactured at Front Runner are structurally tested during development. Each tank is individually tested for manufacturing tolerances and leaks. The leak test involves the tank being pressurized to 0.4 BAR while being submerged under water for 120 Seconds, where visual inspection is undertaken to check for any leaks.