Installation Instructions for F250ECLBA Ford F250 V8 Diesel Extra Cab Long Bed 125L Auxiliary Tank

This 125L Auxiliary Tank fits up on the RHS of the vehicle in front of the rear axle. The exhaust system will need to be re-worked so that the muffler is on the outside of the chassis rail.Fuel is transferred via an electric pump that will pump fuel from the auxiliary tank into the OEM tank. A combination switch/gauge will be located into a suitable position in the dash. When the switch is in operation an ORANGE light will be on, indicating that the transfer pump is in operation. A series of lights will also indicate fuel level. All GREEN lights ON showing FULL, one RED light flashing showing empty.

(DO NOT OPERATE TRANSFER PUMP WITH NO FUEL IN AUXILIARY TANK OR PUMP FAILURE WILL OCCUR).

1. Mount switch/gauge into a suitable place in the dash. Remove left hand kick panel and scuff plate, run twin core wire out through floor at rear of cabin, connect all wires as shown in wiring diagram and refit trim.

2. Remove original filler. Screw fittings into new twin filler P6 5/8 x 3/8 fittings go into the large sockets of the twin filler. The P6 5/16 x 1/4 fitting goes into the socket in the main tank fill pipe, this is the transfer port. The remaining socket is the vent, this takes the P6 1/4 x 1/4 fitting. Lift new twin filler up into place and mark mounting holes in flange, drill holes in flange to enable the original screws to be re-used. Secure new twin filler in place and re-connect the original fill hose and the original fast fill hose by using the 19mm to 16mm reducer and the short length of 16mm NTP hose. Connect fill pipe for auxiliary tank to remaining pipe on twin filler. This fill pipe runs over the top of the original fuel tank.

3. Remove sections of exhaust system and heat shielding from under the vehicle in the tank mounting area. Lift tank up into position and, (using mounting straps as a template), mark where holes need to be drilled in RH chassis rail and cross members. (NOTE: Tank needs to be mounted as close as possible to the RH chassis rail to ensure tail shaft clearance when suspension is articulated). Drill strap mounting holes at previously marked points and install M10 x 40 Bolt and stiffening plate to front inner strap mounting hole. The remaining 3 x M10 bolts, with straps welded to them, go into the remaining holes. Install brass fittings to tank, P6 5/16 x

1/4 fitting goes into the pick-up socket on the top of the tank and points towards the left hand side of the vehicle, as does the vent hose fitting. Install vent and pick-up hoses to these fittings. Glue rubber straps to underside of cross members in tank seating area.

4. Check gauge sender OHMS readings by rolling tank. EMPTY should be 0.5 - 2.5 OHMS, FULL should be 88 - 93 OHMS. If readings are outside this window, correct fault. Lift tank up into position and secure using straps, reinforcing plates, and plain and nyloc nuts. Mount transfer pump on left hand side of body. Connect all hoses to their correct points. Complete any remaining wiring, neatly cable tie wiring and hoses away from any moving parts or heat sources. Fill with fuel and check for leaks. Also check gauge and pump operation.

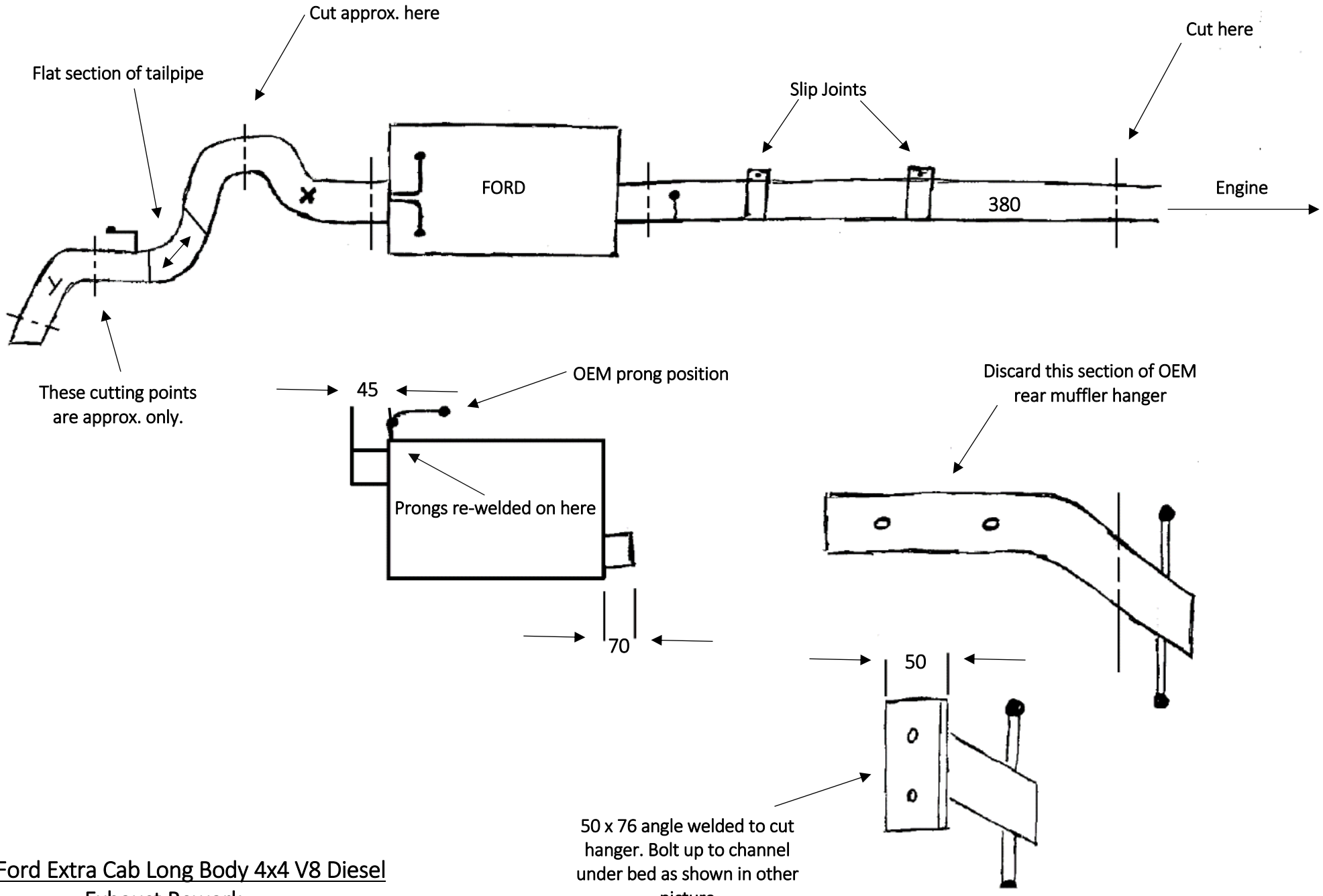
NOTE: USE A HIGH QUALITY SEALER ON ALL JOINS AND FITTINGS. E.G. PERMATEX 3J

FITTING KIT CONTENTS F250ECLBA

Brass:	Electrical:
○ 1 x P6 1/4 x 1/4 Elbow ○ 2 x P6 5/16 x 1/4 Elbows ○ 1 x P3 5/8 x 1/4 Straight ○ 2 x P6 5/8 x 3/8 Elbows ○ 1 x P6 1/4 x1/8 Elbow	○ 1 x Fuse Holder ○ 1 x 10 AMP Fuse ○ 1 x 3mm Two Core Wire @ 6000mm ○ 1 x Red Terminal ○ 3 x 6mm Blue Eye Terminals ○ 4 x 3mm Heat Shrink @ 25mm
Bolts / Nuts:	**Misc Parts:**
○ 4 x M10 Flat Washers ○ 4 x M10 Nyloc Nuts ○ 4 x M10 Nuts ○ 4 x M10 x 40 Bolts With 600mm Straps Welded On ○ 5 x M5x10 Pan Head Screws ○ 4 x TEK Screws **(for Filler Neck)**	○ 1 x P3 5/8 x 1/4 Straight Screwed into Uncut Socket **(For Fast Fill Adaptor)** ○ 1 x LRA-PG210 Switch/Gauge Unit ○ 2 x Mounting Straps ○ 2 x 50 x 5 x 300mm Rubber Strips ○ 1 x Twin Filler Assembly #TFF250LB ○ 1 x Filler Pipe #FPFSERAUXLB ○ 1 x Stiffening Plate 50 x 50 x 3 With 10mm Hole ○ 4 x Strap Reinforcing Plates 50 x 30 x 3 With 10mm Hole ○ 2 x 3 1/2" Mandrel Pipe Bends **(For Exhaust Mods)** ○ 1 x 50 x 75 Angle @ 100mm ○ Iron Unpainted **(For Exhaust Hanger Re-work)**
Hose Clamps:	**Cable Ties:**
○ 8 x 1/4" Hose Clamps ○ 4 x 5/8" Hose Clamps ○ 4 x 1 1/2" Hose Clamps	○ 7 x 7" Cable Ties ○ 5 x 11" Cable Ties ○ 1 x 14" Cable Tie
Sender:	**Pumps & Filters:**
○ 1 x VDO 220-004 Set Up in Tank With 900mm Earth Lead	○ 1 x Z14K Filter ○ 1 x Fuel Pump

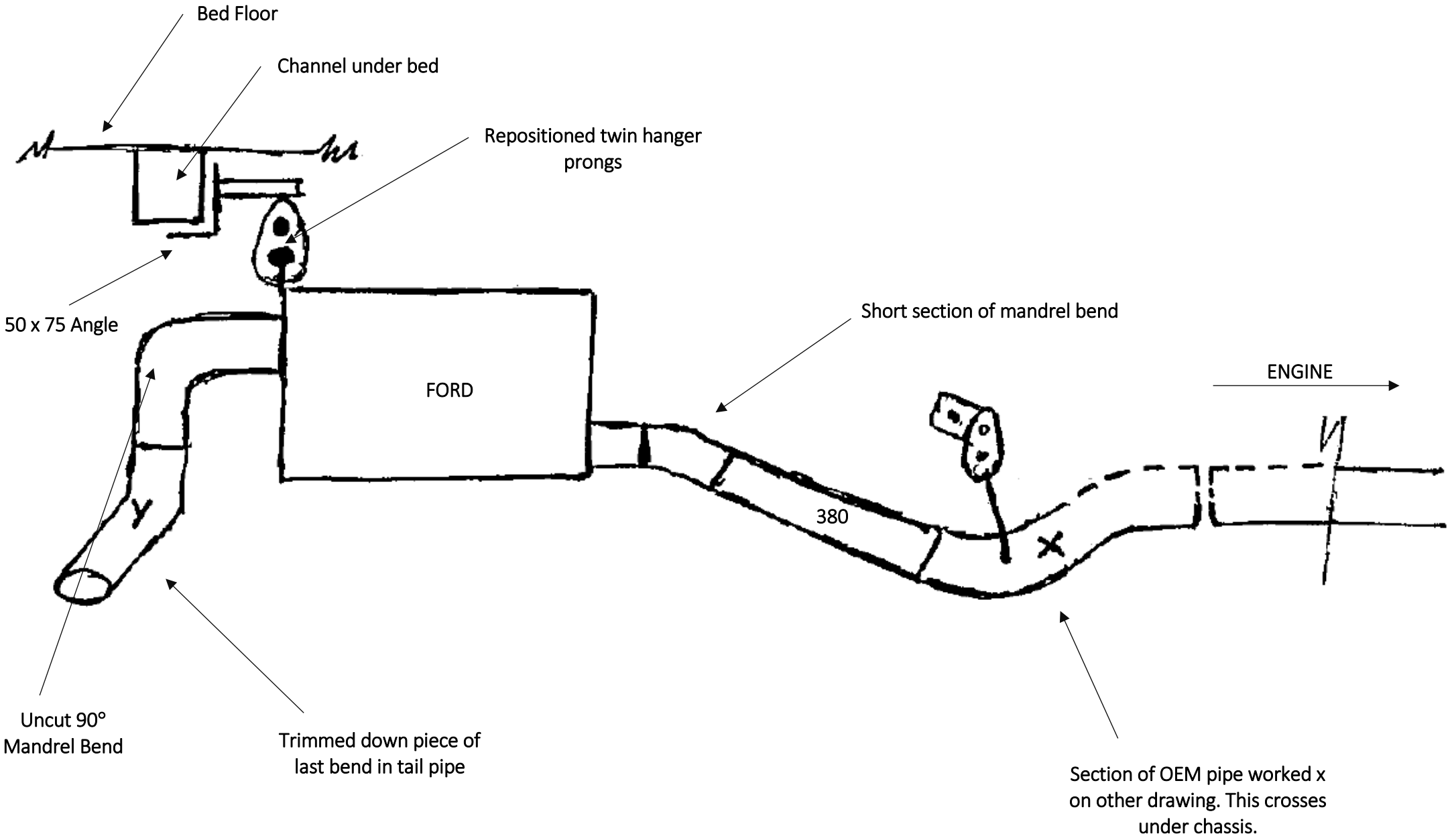
Hose:	7 Pages of Fitting Instructions Consisting of:
○ 1 x 6mm Hose @ 2200mm ○ 1 x 8mm Hose @ 2000mm ○ 1 x 44mm Hose @ 150mm ○ 1 x 44mm Hose @ 350mm ○ 1 x 16mm NTP Hose @ 400mm ○ 1 x 16mm NTP Hose @ 1400mm	○ 2 x Pages Fitting Instructions ○ 2 x Pages Fitting Kit Contents ○ 2 x Pages Exhaust Modification Diagram ○ 1 x Page WDSPG210 Wiring Diagram

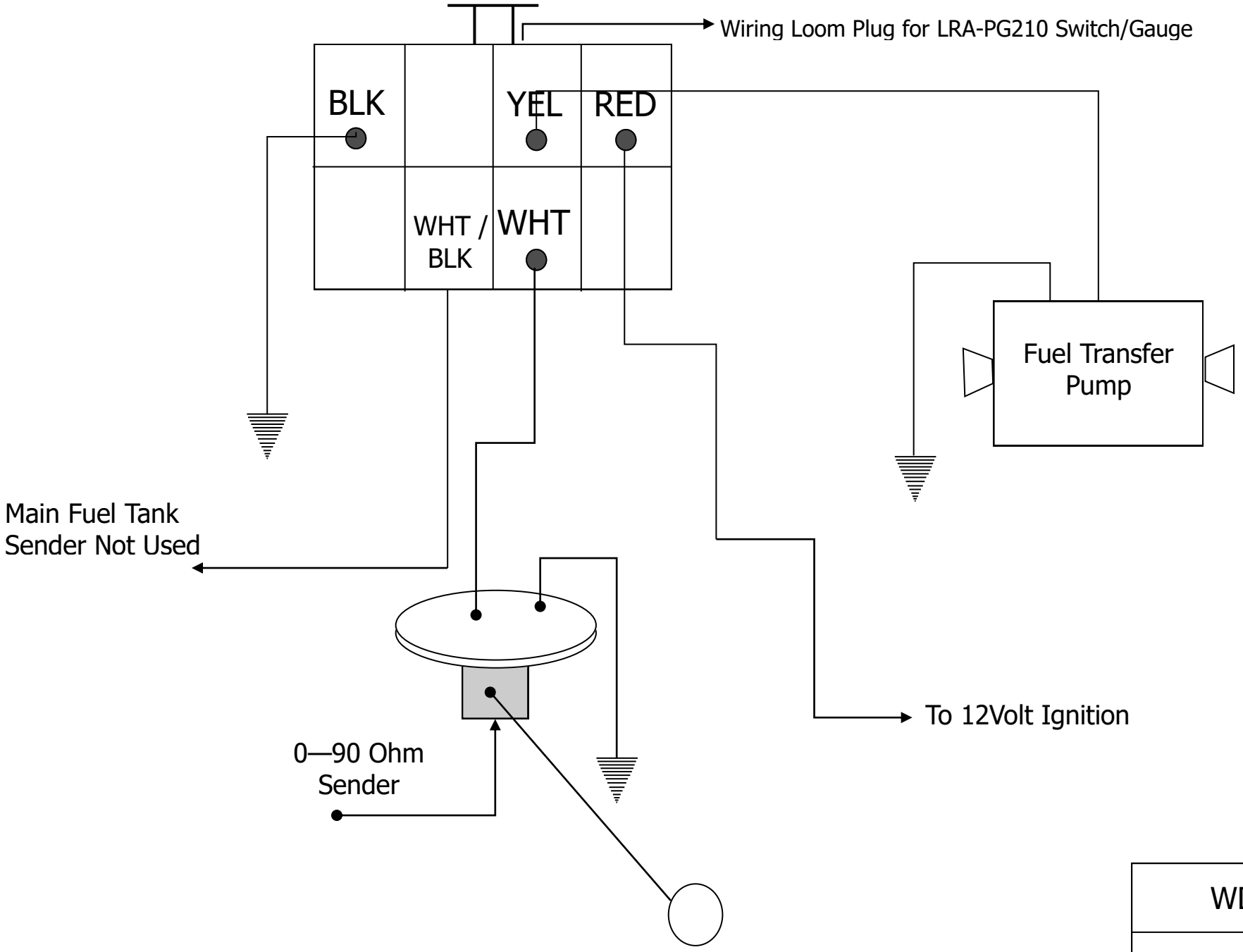
Kit Packed By_____ Checked By _____



2002 Ford Extra Cab Long Body 4x4 V8 Diesel
Exhaust Rework

2002 F250 Extra Cab Long Bed 4x4 V8 Diesel Exhaust Rework




Wiring Loom Plug for LRA-PG210 Switch/Gauge
BLK
YEL
RED
WHT / BLK
WHT
Fuel Transfer Pump
Main Fuel Tank Sender Not Used
To 12Volt Ignition
0—90 Ohm Sender

WDSGPG210