

# INSTALLATION INSTRUCTIONS



Installation tips and instructions



## RAZORBACK FUEL TANK INSTRUCTIONS

Let's begin by identifying the components included with this Razorback Tank kit. See Fig. 1

1. Razorback fuel tank
2. Razorback dash or center console
3. Plastic bag with misc. hardware
4. Rubber dash trim
5. Pop up gas cap in white craft box



Now that we have identified the included components, let's identify the hardware.

First, there are the four 5/16 washers; two thick and two thin ones. They are intended for use as shims to correct possible wing to side cover alignment issues.

Next, there is the included dash hardware kit. The 1/4-20x3/4 bolt, washers and nut are for the rear, and the 10-24x5/8 allen screw and washer are for the front of the dash.

Next, we have the rubber dash trim. This rubber trim is used to insulate the dash/center console from the fuel tank after paint. It is part of the final assembly process.

Finally, we have the pop up gas cap. This nifty stealth fuel cap will replace your stock gas cap after you put painted tank and dash together.

Now, you will need to clean your tank thoroughly inside and out. We recommend acetone to clean both the inside and outside of your new Razorback tank before you proceed with the mock up and corrosion prevention steps of preparing your tank for paint. Use acetone in a well ventilated area and stay clear of open flame. Pour some acetone inside the tank, distribute it evenly in both the Razorback wing areas and stand the tank up against a wall to let the wing areas soak for a few minutes. Wipe all of the rust-preventative oil out of the inside of tank and from the tank exterior.

See below images of the inside of a properly cleaned and prepped Razorback fuel tank:





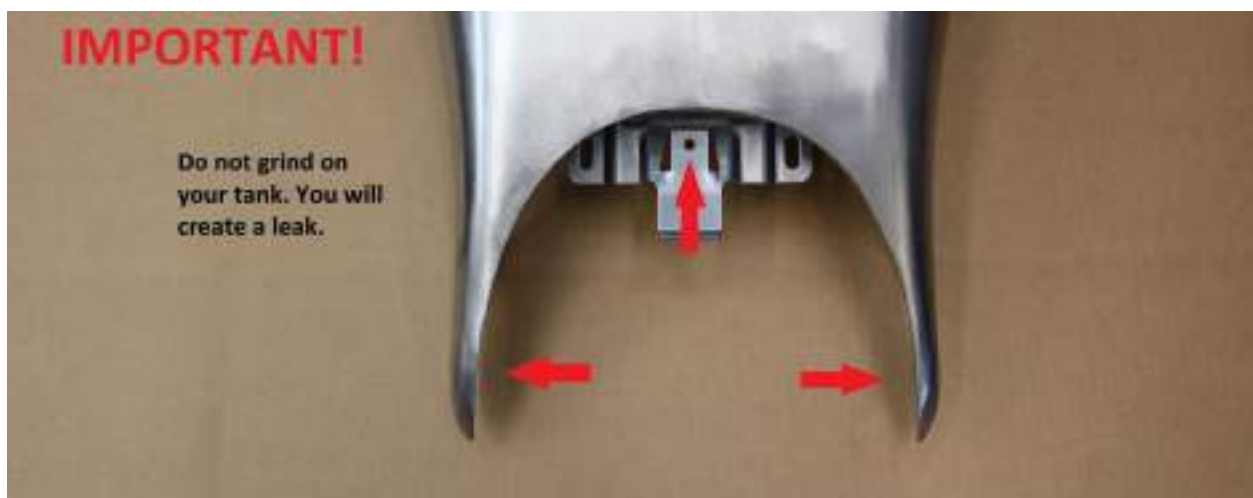
Soak the wing edge in acetone for at least ten minutes.



The inside of tank should be cleaned with acetone and allowed to dry completely. There should be no traces of oil whatsoever.

Once the tank is thoroughly cleaned, let's proceed with the mock up and test fitment of your new Razorback tank.

1. Remove your stock seat and disconnect your battery according to your service manual. Remove your stock fuel tank and dash.
2. Install your new Razorback tank using your OEM hardware.
3. There are several different factors that can affect the alignment of the Razorback wings over the side covers. Use the provided tank shims to assist with this process.





Adjusting the tank for possible wing to side cover clearance:



In this case, the very tip of the wing is contacting the side cover. This is easily corrected by using the provided shims. Shims are placed under the corresponding rear tank mount tab where the contact has occurred.



Here, we placed a shim under the rear tank mount to provide the proper clearance from the wing to the side cover.



Advanced tip: By slotting the front mount tab hole, you can increase or decrease the clearance between the Razorback wing and the side cover:







Once you have verified proper Razorback wing clearance you can mock up your dash to verify proper fitment and then you're ready for corrosion protection and paint!

Tank dash/center console mock up:

Mock up rubber trim around dash edge as shown.



Wrap the rubber trim around the perimeter of the dash. A little tape will help hold the trim in place during the mock up process.



Cut excess trim off at the end of the dash that faces the seat area.



A notch can be trimmed in the trim at the point of the dash to allow rubber trim to lie down smoothly.



Install dash using provided hardware.



Lightly snug screws to secure dash in place.





Any small gaps between dash and tank surface can be eliminated by simply pushing the trim down with the tip of your finger to eliminate the gap.

Note: You must test fit the dash to the tank again after bodywork!





Mock up of dash is now complete. It is now time to protect your investment on the inside with a quality corrosion protectant. We recommend Red-Kote tank liner, available from Bagger Nation or direct from Damon Industries .



Corrosion protecting a tank with Red-Kote:

**NOTE:** Read all instructions regarding applying Red-Kote before you begin! There are notes on the can, Red-Kote's standard instructions as well as the instructions Red-Kote wrote specifically for our Razorback Tank. Read them all BEFORE proceeding. Lastly please read my thoughts below from my personal experience Red-Koting a Razorback tank. Always perform these procedures in a well ventilated area

1. Clean tank thoroughly both inside and out using acetone and clean rags
2. Make sure all cosmoline (rust inhibitor applied at factory) has been removed from the inside welds and hard to reach areas. Soak wing area with acetone for a minimum of 10 minutes by standing tank up on its end and pouring acetone in until wing areas are flooded. Stand the tank up against a wall and let it soak. Wipe out all areas with a clean rag.
3. Blow out remaining acetone residue with compressed air and let tank air dry for 24 hours. If the tank still smells like acetone after 24 hours it's probably not clean enough. Wash again with a good degreaser and soapy warm water. If you introduce water into the tank after acetone bath you should let it air dry inside away from moisture and humidity to prevent surface rust from forming while drying.
4. Plug the petcock / fuel collet bung with a threaded plug (provided if you purchase Red-Kote from Bagger Nation), tape ball, wine bottle cork etc. to prevent Red-Kote from escaping from

that hole during coating. I found that diluting the Red-Kote by 20% with acetone made it way more viscous and easier to work with. I didn't like it so thick. Damon Industries says it's ok to dilute up to a MAX of 20% with acetone. This may be temperature dependent.

5. With tank standing up on wings, pour Red-Kote into EFI door hole (large hole on top of tank) into wing areas until they are completely visually full. About ½ a solo cup should do. I let that sit for a minute or two and then turned the tank over to let the extra Red-Kote run out of the wing area and begin coating the general inside of tank. I did the difficult areas first, seat pocket area, roof of tank all the way to EFI door and such. Then I added a little more Red-Kote as needed and rotated that tank into many positions allowing the Red-Kote to flow around and eventually completely coat the inside of the tank. A little patience is a good thing here. Pay particular attention to the weld seams.
6. Once you're satisfied with the coating you'll need to get any excess liquid out of the tank. That's why I add a little at a time so I don't create a big job of getting the excess out. I used a 1 gallon paint can, flipped the tank upside down and placed the EFI door opening over the top of the paint can. I then took a 2x4 that I had previously cut to correct length (*you should've read **ALL** the instructions before you started 😊*) and placed it under the seat mount tab which placed the tank at the perfect angle to allow any excess Red-Kote to run out of the EFI door and into the paint can. TIPS: Don't allow the coating to get excessively heavy on the EFI assembly mounting tabs, it will make final assembly easier. Second, don't allow Red-Kote to dry while draining excess... let it drip for a few minutes and then wipe excess off of EFI door opening area because if you let this stuff dry on the door area it's a pain to clean off!
7. Allow coated tank to air dry for at least 48 hours before exposing to fuel.