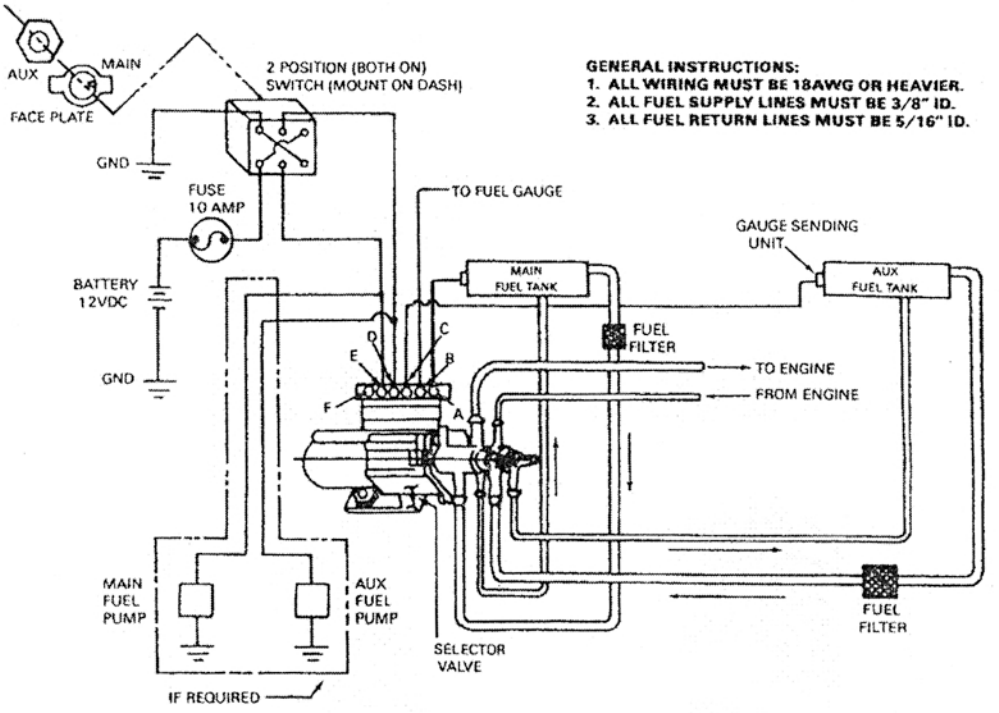
DUAL TANK SELECTOR VALVE INSTALLATION INSTRUCTIONS

50-726-1



GENERAL INSTRUCTIONS:
1. **ALL WIRING MUST BE 18AWG OR HEAVIER.**
2. **ALL FUEL SUPPLY LINES MUST BE 3/8" ID.**
3. **ALL FUEL RETURN LINES MUST BE 5/16" ID.**

I. GENERAL INFORMATION

THE SELECTOR VALVE IS INTENDED FOR USE WITH THE FOLLOWING:
-VEHICLES WITH ONE MAIN AND ONE AUXILIARY FUEL TANK.
-VEHICLES WITH FUEL RETURN LINES.
-12 VDC ELECTRICAL SYSTEMS.
-VEHICLES WITH IN-TANK FUEL PUMPS OR VEHICLES WITH A SINGLE FUEL PUMP BETWEEN THE VALVE AND ENGINE.
-AMBIENT TEMPERATURES BETWEEN -40°F AND +180°F.
-GASOLINE AND DIESEL FUEL SYSTEMS ONLY.
-NOT FOR USE IN FUEL SYSTEMS OPERATING OVER 60PSI.

II. INSTALLATION INSTRUCTIONS

THE ELECTRICAL AND FUEL SYSTEMS SHOULD BE CONNECTED TO THE VALVE AS SHOWN ABOVE. CHOOSE A PROTECTED LOCATION NEAR THE ORIGINAL FUEL LINES AND USING PROPER LENGTH 5/16-18 BOLTS, SECURELY MOUNT THE SELECTOR VALVE TO THE CHASSIS OR OTHER SOLID MOUNTING SURFACE. ORIENT IT SUCH THAT THE SIDE OF THE VALVE WITH THE FOUR PORTS POINTS TOWARD THE FUEL TANKS. ROUTE THE AUXILIARY TANK'S SOURCE AND RETURN LINES TO THE VALVE. DRAIN THE FUEL IN THE MAIN TANK AND CUT THE ORIGINAL FUEL LINES. BE PREPARED ~~TO CATCH AND SAFELY STORE ANY~~ FUEL SPILLING FROM THE CUT LINE. USING PROPERLY TIGHTENED "WORM" STYLE HOSE CLAMP AND GASOLINE-APPROVED FLEXIBLE FUEL HOSE, CONNECT THE FUEL LINES TO THE PROPER PORTS ON THE SELECTOR VALVE. INSTALL FUEL FILTERS IN THE SOURCE LINES AS SHOWN. THE FUEL LINE ROUTING SHOULD MINIMIZE THE NUMBER OF BENDS AND HAVE THE LARGEST POSSIBLE RADII TO MINIMIZE THE FLOW RESTRICTIONS.

CHOOSE A POSITION OF THE DASH AND MOUNT THE TOGGLE SWITCH AND FACE PLATE. CUT THE ORIGINAL WIRE FROM THE FUEL TANK SENDING UNIT TO THE FUEL GAUGE AND CONNECT BOTH ENDS TO THE CONNECTOR AS SHOWN. CONNECT THE NEW TANK'S SENDING UNIT TO THE CONNECTOR. "CROSS-WIRE" THE TOGGLE SWITCH AS SHOWN CONNECTING ONE PAIR OF TERMINALS TO A GOOD GROUND AND THE OTHER PAIR OF TERMINALS TO +12 VOLTS THROUGH A 10 AMP FUSE. CONNECT THE MIDDLE TERMINALS ON THE SWITCH TO THE CONNECTOR AS SHOWN. MAINTAIN THE ORIENTATION BETWEEN THE SWITCH'S KEY AND THE ELECTRICAL CONNECTIONS. ALL ELECTRICAL CONNECTIONS MUST BE SECURE AND THE SPLICES TO THE CONNECTOR SHOULD BE SECURE, ELECTRICALLY INSULATED AND SEALED TO PREVENT CORROSION OF THE SPLICES.

DOUBLE CHECK THE SYSTEM TO BE SURE ALL THE ELECTRICAL AND FUEL CONNECTIONS HAVE BEEN INSTALLED CORRECTLY. THEN PLACE A SMALL QUANTITY OF FUEL BACK INTO THE FUEL TANKS TO CHECK THE SYSTEM FOR LEAKS. AFTER IT HAS BEEN DETERMINED THERE ARE NO FUEL LEAKS, START THE VEHICLE ENGINE AND SWITCH TANKS TO DETERMINE IF VALVE IS FUNCTIONING PROPERLY. CHECK THE GAS GAUGE WHEN TRANSFERRING BETWEEN TANKS FOR PROPER FUEL LEVEL INDICATION. AFTER IT HAS BEEN DETERMINED EVERYTHING HAS BEEN INSTALLED CORRECTLY, REFILL THE FUEL TANKS.

III. VALVE OPERATION

WITH +12 VDC TO TERMINAL E AND GROUND TO D, THE FUEL WILL FLOW FROM THE **MAIN** FUEL TANK THROUGH THE FILTER, THROUGH THE VALVE TO THE ENGINE, AND RETURN BACK THROUGH THE VALVE TO THE **MAIN** FUEL TANK. REVERSING THE POLARITY TO TERMINALS E AND D WILL CAUSE THE FUEL TO FLOW FROM THE **AUXILIARY** FUEL TANK THROUGH THE FILTER, THROUGH THE VALVE TO THE ENGINE, AND RETURN BACK THROUGH THE VALVE TO THE AUXILIARY FUEL TANK.