



Brown Davis Automotive Pty. Ltd.
ABN: 72 657 573 544

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NPGQA3

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Last edited: 1/09/2010

Fuel Tank Part List and Installation Instructions

TANK P/N: **NPGQA3**

NISSAN GQ PATROL - (EFI / RB30)
78ltr AUXILIARY PETROL TANK

Item	Description	Quantity	Part number	P	C
1	TANK - AUXILIARY	1	NPGQA3		
2	HOSE – TMP – 6mm	1.0m			
3	HOSE – TMP – 12.5mm	1.4m			
4	HOSE – FUEL AND EMISSION - 8mm	1.4m			
5	HOSE – FUEL AND EMISSION - 10mm	1.0m			
6	HOSE – FILLER - 44mm	100mm (x3)			
7	HOSE CLAMP – STAINLESS - 8-16mm	10			
8	HOSE CLAMP – STAINLESS - 12-20mm	6			
9	HOSE CLAMP – STAINLESS – 40-60mm	6			
10	FUEL PICK UP - 5/16" x 1/4" BSP ELBOW	1			
11	BRASS – ELBOW – 1/2 x 1/4 BSP	1			
12	BRASS – TAIL BARB – 3/8" x 1/4" BSP	1			
13	BRASS – ELBOW – 1/4 x 1/4 BSP	1			
14	BRAS – PLUG – 1/4" BSP	1			
15	DRAIN PLUG – MAGNETIC – M14 (fitted to tank)	1	DP-M14		
16	T-PIECE – DOUBLE OFFSET – STEEL - 5/16 x 3/8" x 5/8"	2	TPDO-5163858		
17	WIRE – TWIN CORE – 3.0mm – RED/BLACK	6.0m			
18	CRIMP FITTING – SPADE FEMALE 1/4 - RED	11			
19	CRIMP FITTING – SPADE PIGGY BACK 1/4 - RED	2			
20	CRIMP FITTING – RING 5mm - RED	4			
21	CRIMP FITTING – JOINER 1/4 - RED	3			
22	SCOTCH LOCK	1			
23	SWITCH – TOGGLE ON/OFF	1			
24	LABEL PLATE - ON/OFF	1			
25	CHANGEOVER RELAY	1			
26	SET SCREW – HEX – M10 x 30mm – PLATED 8.8	1			
27	BOLT – HEX – M10 x 65mm – PLATED 8.8	1			
28	BOLT – HEX – M10 x 75mm – PLATED 8.8	2			
29	NUT – STANDARD PLATED – M10	5			
30	WASHER – FLAT PLATED – M10	8			

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31	WASHER – SHAKEPROOF INTERNAL PLATED – M10	4			
32	SET SCREW – HEX – M6 x 25mm – PLATED 8.8	1			
33	NUT – STANDARD PLATED – M6	1			
34	WASHER – SPRING PLATED - M6	1			
35	SELF TAPER SCREW – BUTTON HEAD - 13mm - STAINLESS	8			
36	FUEL PUMP – ROTARY INLINE	1			
37	SENDER UNIT - 77501-87606-000 (DAIHATSU) (fitted to tank)	1			
38	FUEL FILTER – INLINE – 8mm	1			
39	FILLER CAP - 82ULP	1			
40	FILLER SUPPORT STRIP 1mm – 13 x 323mm	1	FS-01-013323		
41	FILLER TUBE	1	FT-NPGQG1-a		
42	FILLER TUBE	1	FT-NPGQG1-b		
43	TWIN FILLER	1	TF-NPGQA1		
44	WARRANTY CARD & INFORMATION SHEET	1			
45	BROWN DAVIS AUTOMOTIVE STICKER	1			

Packed by (P): _____

Checked by (C): _____

Date Packed: ____ / ____ / ____

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All Brown Davis Automotive fuel tank kits are manufactured to Australian Standards and the Australian Design Rules where applicable and carry a full **3 Year Warranty**. Construction in 2.0 mm (14 gauge) cold rolled, aluminium coated, steel ensures maximum strength and durability and minimum corrosion susceptibility. This gauge of steel is sufficiently impact resistant that an additional tank guard is not necessary (most standard tank guards are thinner than 1.5 mm).

All tanks are M.I.G. (Metal Inert Gas) welded to assure the strongest possible seams and are baffled to prevent fuel surge. They are then pressure tested using two different techniques to eliminate the possibility of leaks. Drain plugs are fitted horizontally to prevent them being damaged if the tank is scraped over rocks and are magnetic to collect any metallic dirt that may enter your fuel system.

In all cases, Brown Davis Automotive fuel tanks are designed with severe off road use in mind and will not compromise ground clearance, entry, exit or ramp over angles.

AUXILIARY TANKS Are designed to be installed in addition to the original factory fuel tank, with its own fuel gauge. An electrical changeover system simultaneously changes the source of fuel from the original (main) tank to the auxiliary tank (or vice versa), the vehicles fuel gauge is simultaneously changed over to indicate the level in the tank from which the fuel is being drawn.

FITTING

- 1 Check to confirm that the Brown Davis tank is perfectly clean inside before assembly and installation, by rinsing out with petrol, as should always be done with any new component installed into the fuel system of any vehicle. Check the new fuel gauge sender unit supplied for length (**Refer to Diagram 2**), then install it into the auxiliary tank using M4 screws supplied (This may already have been done).
- 2 Install brass fittings into the tank using TEFLON tape to seal the threads. (**Refer to Diagram 1**)
- 3 Mount the fuel pump to the chassis just forward of the rear axle. Taking note to correctly point the fuel flow "arrow", marked on the pump, towards the standard tank.
- 4 Remove excess thread from the rear seatbelt bolt, about halfway along the driver's side of the tailshaft, protruding down from the floor. This bolt needs to be shortened to clear the expansion chamber when the new tank is fitted.
- 5 Position the new tank (using a jack) under the floor of the vehicle, keeping as close to and parallel to the driver's side chassis rail. (The tank should touch the driver's side rear

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- lower axle control arm pivot bolt head). Confirm the tank spacing to the floor of the vehicle is at least 8mm to allow for body movement on the chassis, if not, pack the tank down at the rear accordingly. Drill holes through the chassis at the bracket locations around the tank and bolt up using the bolts, springwashers and nuts supplied. Double nuts should be used on the driver's side rear mounting and two bolts are used through the front bracket and round crossmember at each end of the bracket (bolts put up through with nuts between the crossmember and the upper tank section).
- 6 Wire up the fuel gauges and pump (**Refer to Diagram 3**) to the two switches conveniently located on the dash. The twin wire should be run along the chassis rail tied to the fuel or brake lines and up through the firewall. The switch power should be connected, using the scotch lock supplied, to any ignition switched power source (the heater fuse is a good choice). The on/off tag and aux/main tag can be used on the pump and fuel gauge switches respectively.
 - 7 Remove the Drivers side rear wheel arch guard and disconnect both the filler (1 3/4") and the fast fill breather (1/2") hose. Unbolt the standard filler neck and discard it. Remove and discard also the rubber shroud around the filler position. The new Twin Filler assembly can now be installed and riveted into place. Refit the standard filler cap to the neck closest to the rear of the vehicle. Fit the new filler cap to the neck closest to the front of the vehicle.
 - 8 Drop rear suspension to allow working room. Fit the 45mm steel filler tubes from the filler neck to the spout on the tank. Use the two joining hose pieces and clamps on the tank spout end and to join the two halves of the filler together. The straighter steel tube of the two is used at the top around the shocker between it and the spring platform on the chassis, over the chassis rail and joins to the new auxiliary filler neck using the rubber filler joining hose supplied. The filler tube should be supported in position using the support strip wrapped around the top tube and bolted to the spring tower on the chassis with the 1/4" unc bolt, nut and springwasher supplied. Run the 12mm fast fill breather hose along the new filler and up to the 1/2" fitting on the new auxiliary (frontmost) filler neck. Cable tie this hose to the filler tubes using the ties supplied, making sure it does not droop lower than the filler tubes at any point.
 - 9 Connect the fuel hoses from the auxiliary tank to the pump and from the pump to the fast-fill breather hose of the standard tank using the special "Y" branch supplied. (This should be fitted with the "Y" pointing toward the standard tank and as close to it as practicable, to the standard tank, in it's fast-fill hose).
 - 10 The wheel arch guard can now be refitted (This will need to be trimmed).
 - 11 Filling each tank separately can be achieved by placing the Bowser into either the standard tank (which is the cap closest to the rear of the vehicle), or into the auxiliary tank (which is the cap closest to the front of the vehicle).
 - 12 Fill the new auxiliary tank and check all fittings for leaks. Replace fuel filter after 1000km or 2 to 3 tank fills of the new tank and double check mounting bolts.
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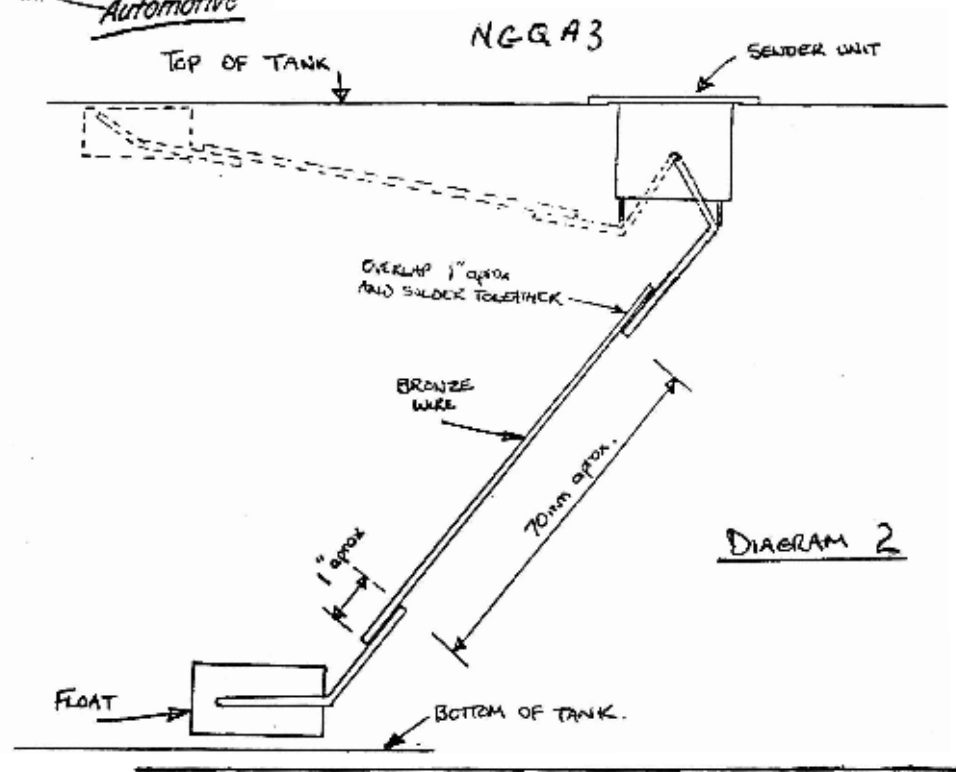
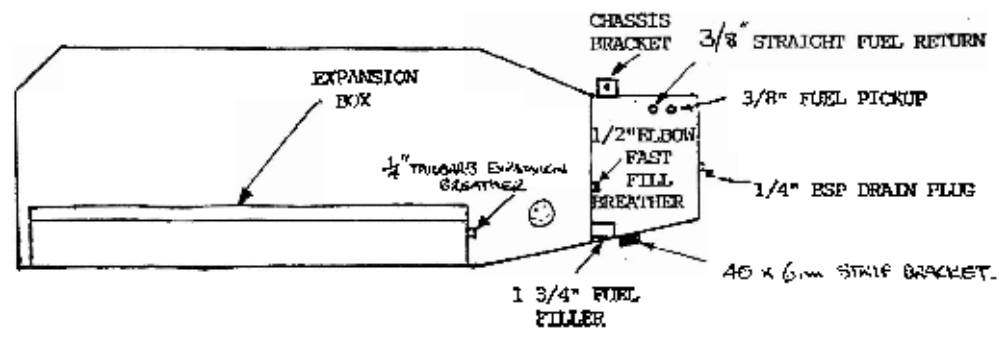


DIAGRAM 2

DIAGRAM 1.





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OPERATION INFORMATION

The operation of your new Brown Davis Automotive gas conversion fuel tank is little different from the original main tank, however very similar.

Filling the tank may be via a dual filler neck in the factory fuel fill position, or may be a remote filler at another location as identified to you upon installation. Simply fill the auxiliary petrol tank exactly as with a standard tank via the appropriate filler type.

The fuel gauge is separate to the main tank, however will read as with a standard gauge indicating empty/full and the progression in between. It should read with the same degree of accuracy as with a standard tank other than the difference in capacity to the standard tank.

The low fuel light for the main tank will still function as normal.

Maintenance and service of your new Brown Davis Automotive auxiliary fuel tank other than the recommended 1000km check and filter change should be in align with the normal vehicle Manufactures service schedule and guidelines. Remember the long range tank has a magnetic drain plug that the standard tank did not. With the fuel level low the drain plug can be removed and cleaned to remove any metal fragments introduced from the filler bowser scraping on the filler tube when filling or particles and rust flakes from jerry cans used on long trips. This facility is supplied to protect the in-tank fuel pumps fitted to most modern vehicle fuel tanks.

Finally make sure the warranty card is filled out completely and returned to Brown Davis Automotive and that the warranty information is read and understood. If there are any queries about this or any of the above information please contact us at Brown Davis at the attached address or phone and fax numbers for assistance.