2020 – 2024 Chevy Silverado Crew Cab 50 Gallon replacement tank instructions

Product Information/Install Instructions for

Kit P/N CK1500DCRP



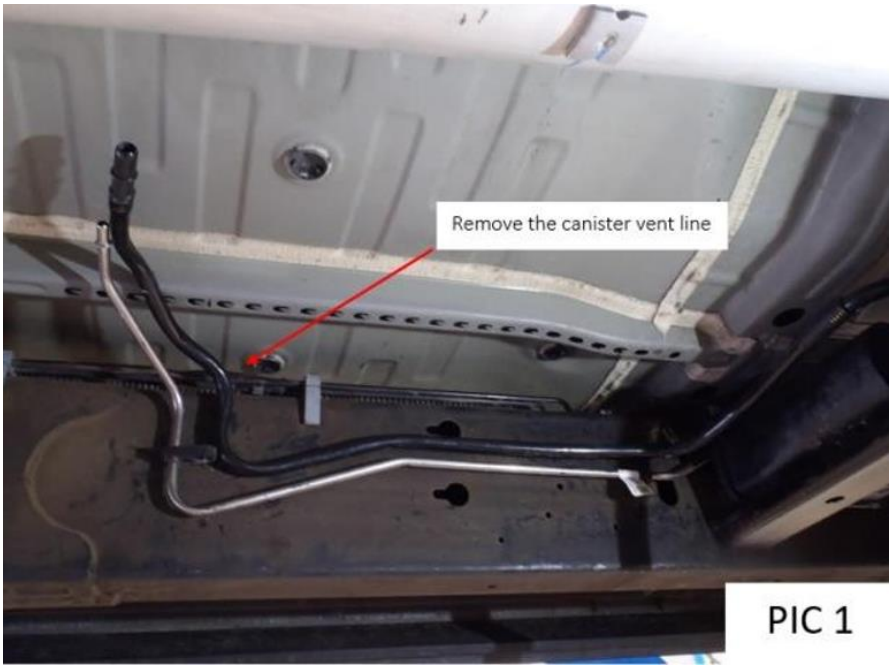
Updated 9/23 - TL

Brass:	Electrical:
○ 1 x P6 5/16 x 1/4 Elbow with Bundy Tube 50mm Long from hex ○ 2 x P6 3/8 x 1/4 Elbow ○ 1 x P6 5/8 x 3/8 Elbow with 1/8 x 1/4 for FLVV	
Bolts / Nuts:	**Misc Parts:**
○ 1 x M10 x 30 Bolt ○ 1 x M10 x 90 Bolt ○ 1 x M12 x 80 Bolt ○ 2 x M10 x 25 Washers ○ 2 x M12 Heavy Duty Washers ○ 6 x M10 Nyloc Nuts ○ 2 x M12 Nyloc Nuts ○ 1 x M8 Flanged Nut ○ 6 x M5 x 8 Cap Screws ○ 6 x M5 x 10 Cap Screws ○ 12 x M5 Washers ○ 8 x M10 Heavy Duty Washers (126) ○ 1 x M6 Nyloc Nut ○ 1 x M6 x 19 Washer ○ 1 x Rear Mount with M12 x 40 Bolt ○ 2 x U-Bolts M10 x 85C x 60 Long	○ 1 x FV11 Roll Over Valve ○ 1 x LRA-FTG-2 Grommet ○ 1 x Separation Canister Bracket ○ 1 x Support Bracket ○ 1 x Pressure Valve Hold Down Bracket ○ 1 x FLV 60-16-06 Valve ○ 1 x Float Arm ○ 1 x Flanged 1/4 Plug ○ 1 x Hold Down Ring ○ 1 x BS357 O-Ring ○ 1 x BS337 O-Ring ○ 1 x 16mm EFI Blanking Cap ○ 1 x 8mm EFI Blanking Cap ○ 1 x Folded Chassis Support Plate ○ 1 x Strap Rubber @ 750mm ○ 1 x Strap Rubber @ 820mm ○ 1 x Rubber @ 125 x 305 x 3 ○ 1 x Rubber @ 125 x 275 x 3 ○ 1 x Front Tank Strap ○ 1 x Rear Tank Strap ○ 1 x ICV Installed In Tank
Hose Clamps:	**Cable Ties:**
○ 2 x 1/4 Hose Clamps ○ 2 x 1/2 Hose Clamps ○ 2 x 5/8 Hose Clamps ○ 4 x 3/8 EFI Hose Clamps	○ 4 x 7” Cable Ties ○ 5 x 11” Cable Ties

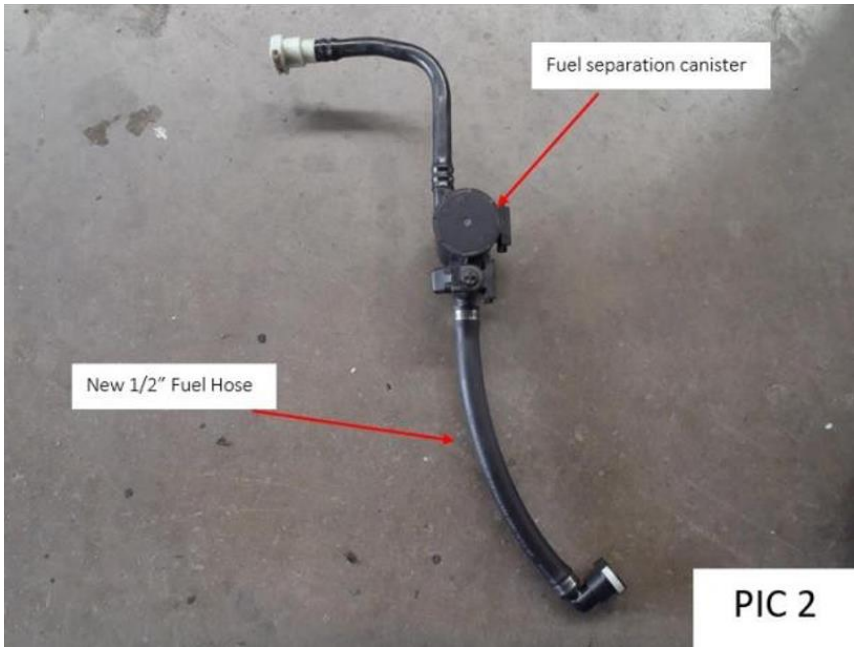
○ 2 x EFI Hose Clamps	
Hose:	9 Pages of Fitting Instructions Consisting of:
○ 1 x 6mm Hose @ 425mm ○ 1 x 8mm Fuel Hose @ 750mm ○ 1 x 12mm Hose @ 255mm ○ 1 x 10mm EFI Hose @ 300mm ○ 1 x 10mm EFI Hose @ 650mm ○ 1 x 16mm NPT Hose @ 1810mm ○ 1 x 23mm Conduflex @ 1750mm ○ 1 x 16mm Conduflex @ 750mm ○ 1 x 16mm Conduflex @ 260mm	○ 2 x Pages Fitting Instructions ○ 2 x Pages Fitting Kit Contents ○ 5 x Pages Reference Pictures

1. Remove the LH rear wheel and inner wheel arch cover. Disconnect the filler hose and the 8mm fuel recirculation line at the filler neck. Disconnect fuel pick up line (Be careful as it will be under pressure) and the FLVV to canister line at the front of the tank. Unbolt the straps, carefully lower tank to a level that you can unclip the 3 wiring plugs from the fuel pump and vacuum valve. Remove the tank from the vehicle. (Note all wiring plugs have a release tag to slide before you try to unplug)

2. Remove canister vent line from vehicle (Refer Pic 1) Unclip it from the front of the charcoal canister. Unbolt the fuel separation canister and carefully remove the rigid plastic line with the 90□ quick connect fitting from the separator and replace with new 1/2" rubber hose (Refer Pic 2). Bolt the new backet to the separator canister bracket with M8 Flanged nut and refit to vehicle. Re Connect the separator to the bracket (Refer Pic 3 and 3A)



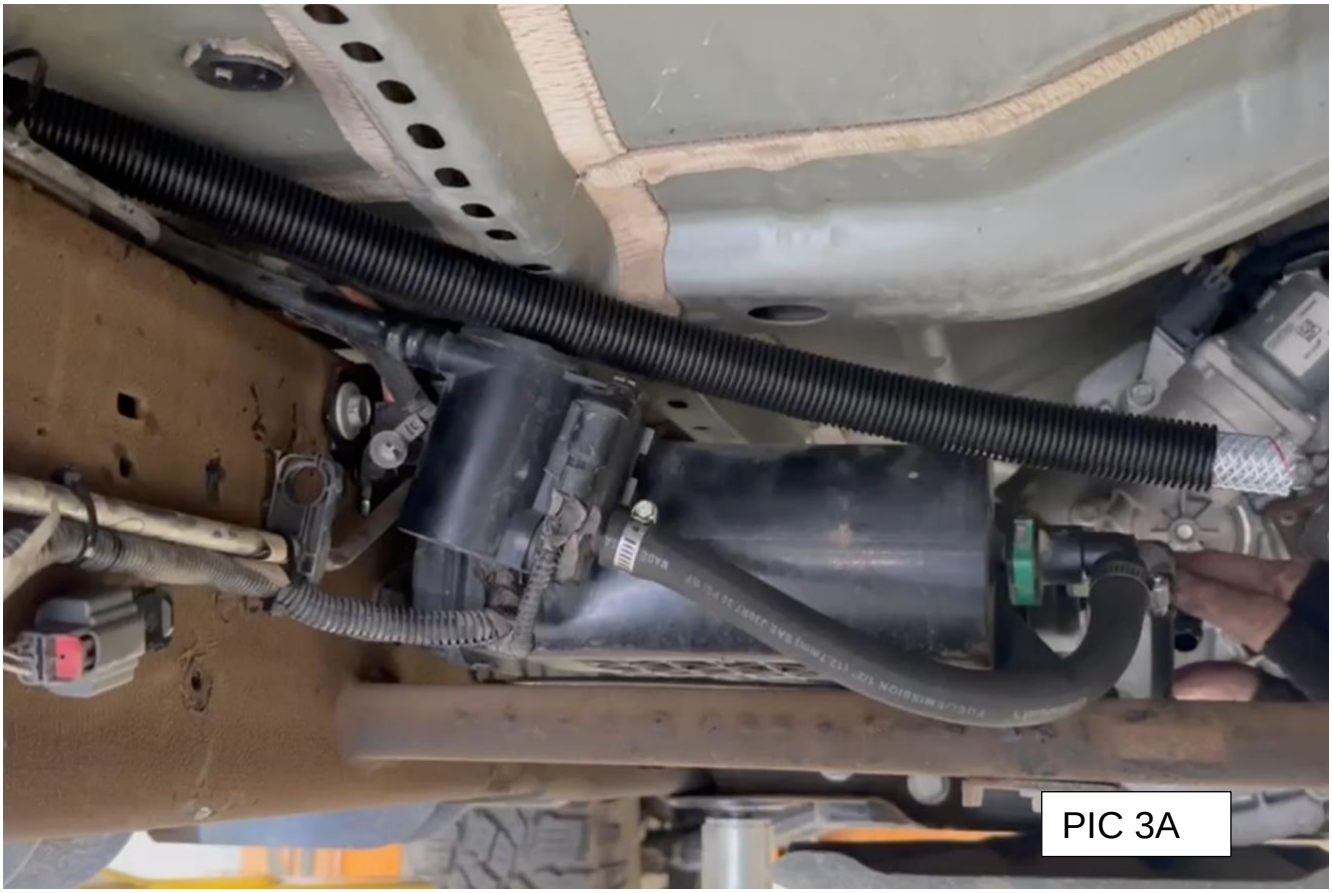
PIC 1



PIC 2


Original bracket bolted to new bracket.
Straighten this tag out

PIC 3



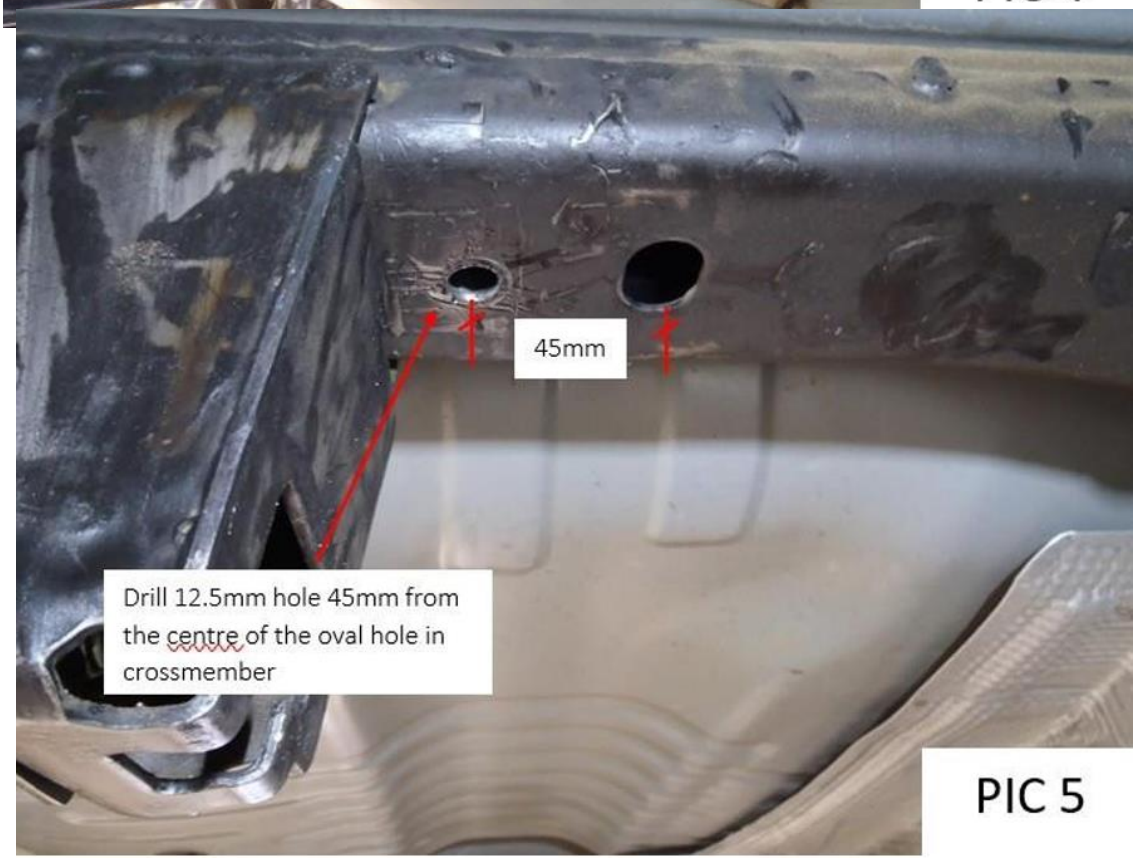
PIC 3A

3. Fit the new tank locating mount using M10 x 90mm bolt with heavy duty washers and Nyloc nut. Once bolted in place, drill hole in the side of the tank mount and secure with M10 x 30 bolt and washers and Nyloc nut (Refer Pic 4).

Drill a 12.5mm hole through the cross member next to the OE tank mount (Refer Pic 5).



PIC 4

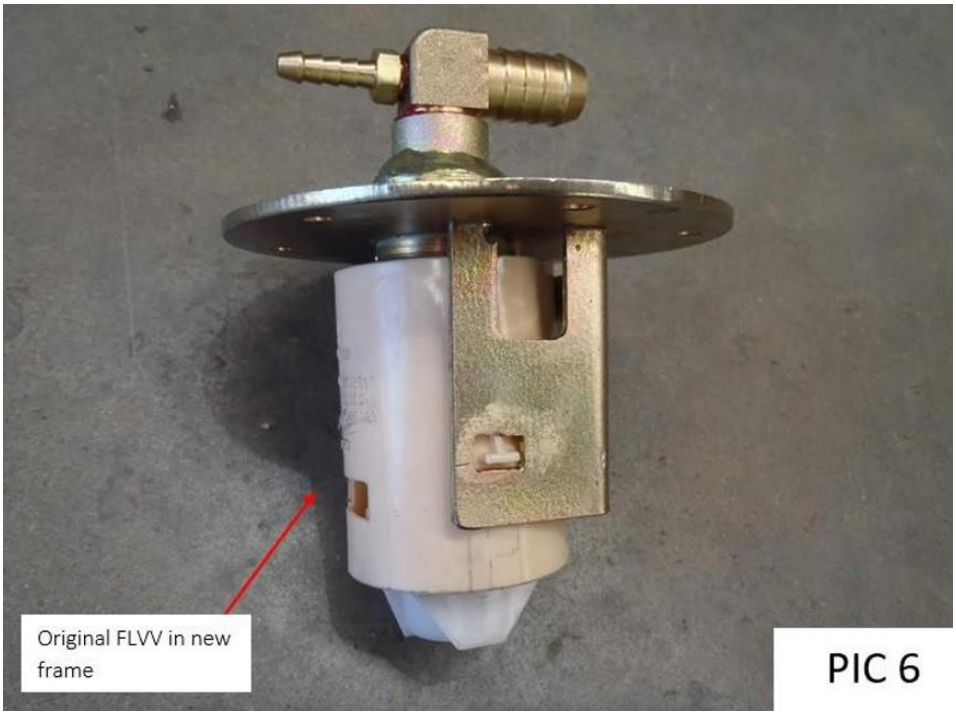


PIC 5

4. Remove pump from OE tank. Remove pressure control valve from pump assembly. Relocate to welded bung on new tank, use some lube to fit it into the welded bung , point the plug towards the RHS and hold in place with M6 bolt and bracket. When moving the pressure control valve, apply a small amount of lubricant to the welded bung on new tank and once sensor is removed quickly move sensor into new flange location. This is to prevent the seal to expand and make reinstall harder

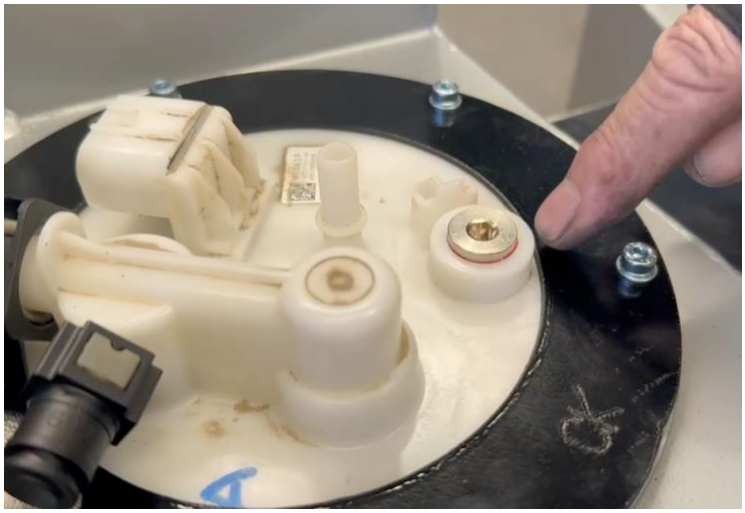
Blank the original hole in the pump assembly by taping with a ¼ BSP Tap and Blank off flanged plug with sealer. Remove the FLVV from the pump assembly and fit into new mounting frame (Refer Pic 6).

Blank off OE FLVV and vent outlets with quick connect blanking plugs. Remove the float arm from the assembly. Remove the float from the OE arm and fit to new arm, pean over end to secure float with washer. Be careful as the plastic can break. Check OHMS range 40 @ FULL and 250 @ EMPTY. Fit to tank with new BS357 o/ring, Hold down ring and M5 x 10mm cap screws with washers.

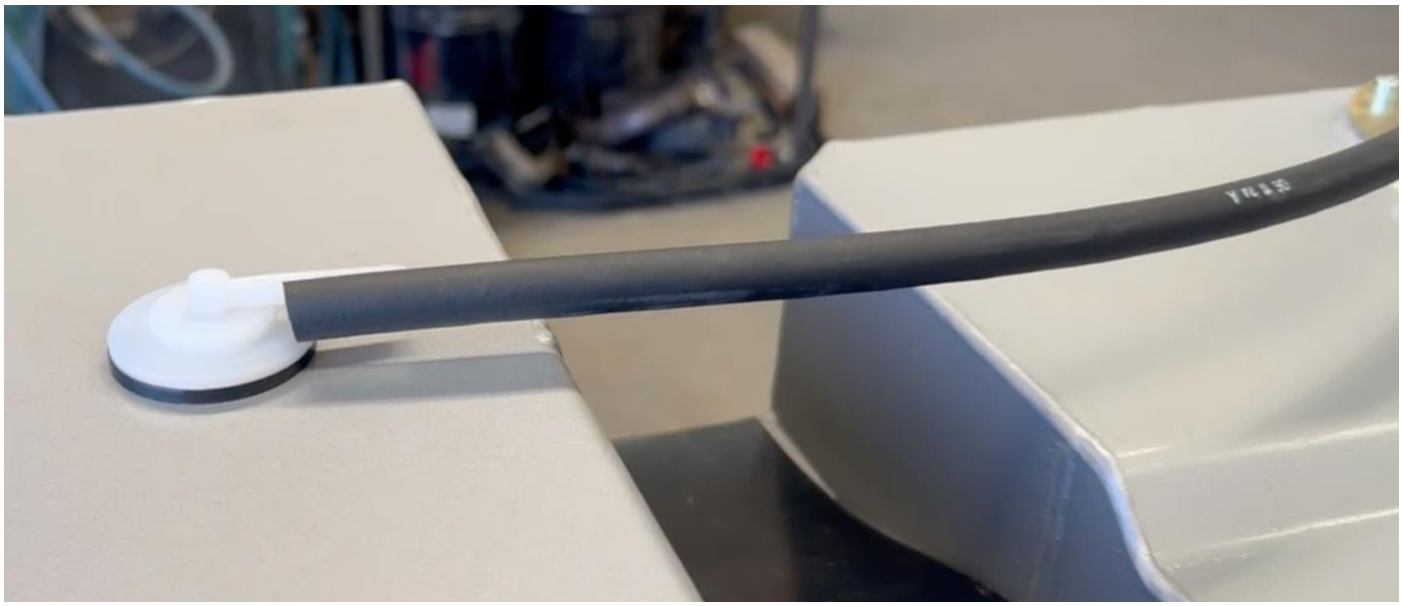


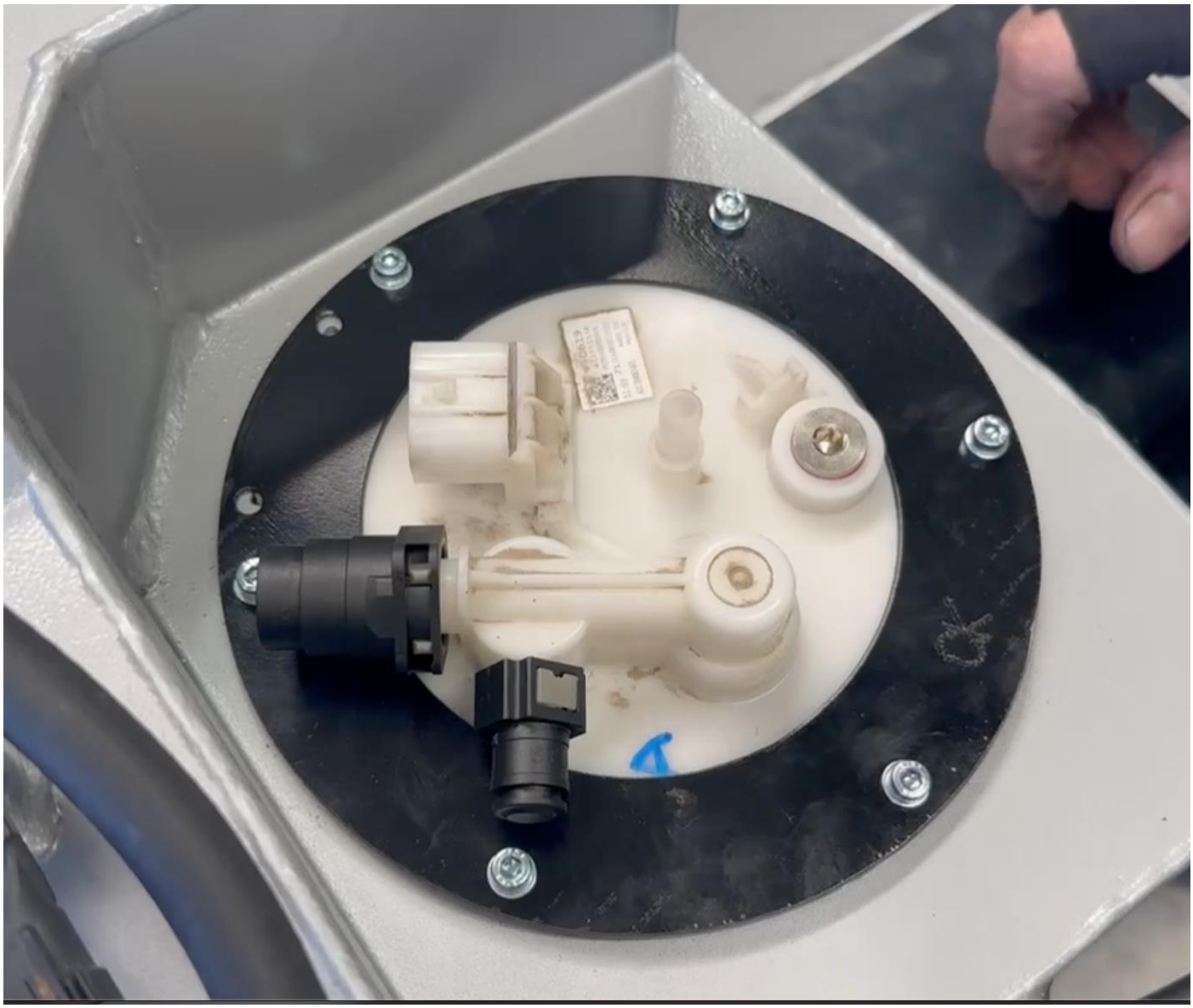
PIC 6





5. Fit the LRA-FTG grommet and roll over valve to the top of the tank and point forward.

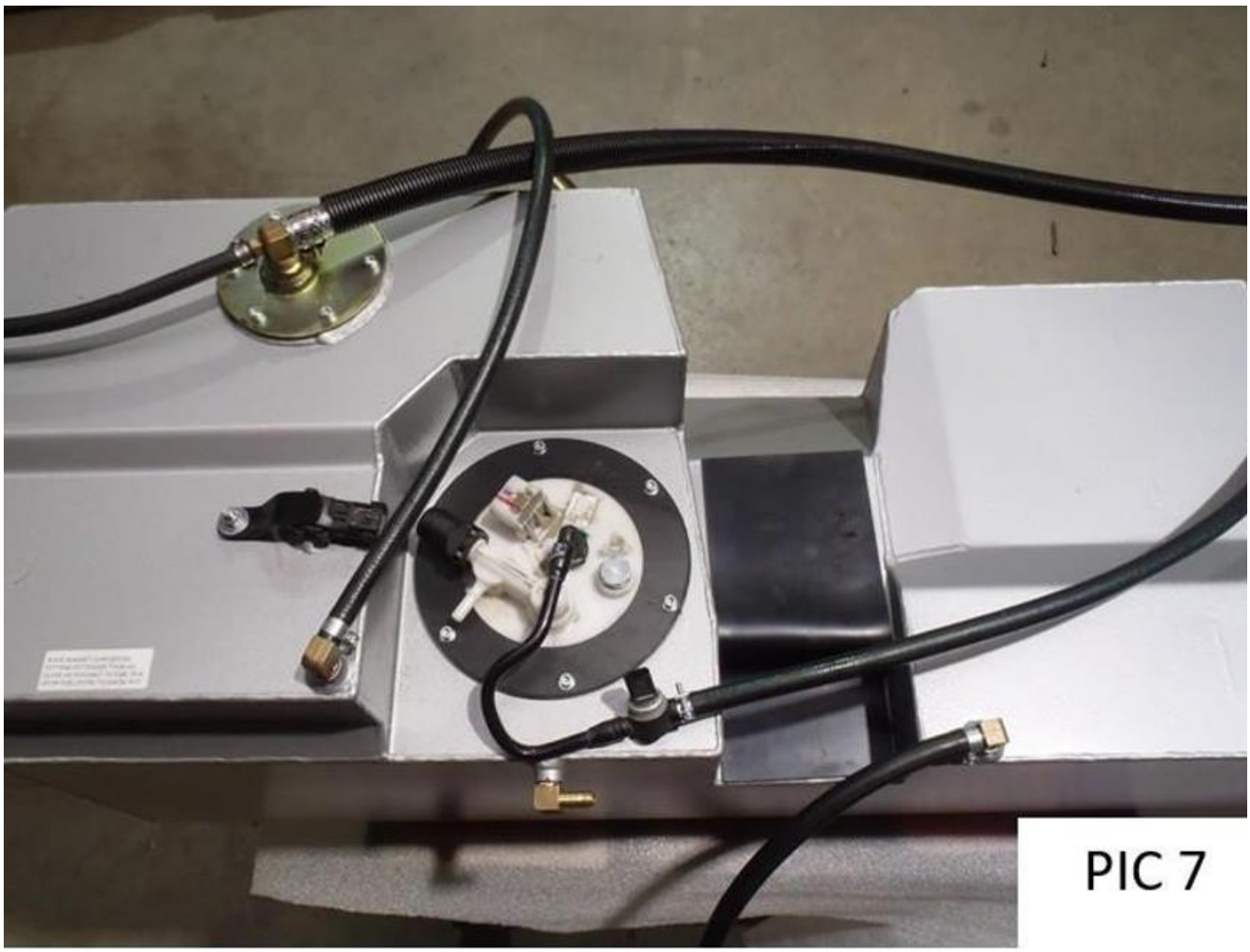




6. Screw the P6 5/8 x 3/8 x 1/4 Brass fitting into FLVV frame. Fit to tank with BS331 O/ring and M5 x 8mm Cap screws with washers. Point the 5/8 barb towards the filler. Fit the 425mm length of 6mm hose on to FLVV fitting. This will connect to roll over valve once the tank is in place. Screw in 5/16 elbow with Bundy tube into fitting in top of the tank, point towards LH side, Connect 750mm of 8mm fuel hose. Screw in 3/8 x 1/4 elbows into the side of the tank. Fit 300mm of 3/8 EFI hose to the front fitting. Connect rear once installed. Fit 1810mm length of 5/8 hose to FLVV, this will feed over center crossmember while installing tank. Cover with Conduflex. Remove the connector from the front of the original canister vent line and fit to 16mm hose and reconnect to canister after tank is installed.



7. Carefully remove the rigid plastic pick up line from the engine side of the control valve switch on the pickup line, also the quick connect replace with 650mm of 10mm EFI hose (Refer Pic 7). Glue the tank rubbers to the top of the tank at the strap contact points.



PIC 7

8. Begin to Jack the tank into position, connect the 3 wiring plugs and pick up line. Run the 16mm hose over the crossmember and along the rail towards the charcoal canister. Run this hose through some loose cable ties that you can tighten once the tank is in position (Refer Pic 8). Run the 6mm line over the rear crossmember and connect to the rollover valve before you jack the tank all the way home. Secure rear of tank with new strap outside OE bolt and inside with M12 x 40 bolt plate in the tank mount use M12 Nyloc nut and HD washer. Secure front with M10 U-Bolts, Nyloc nuts and H/D washers. Secure middle strap with OE bolt and the inside with M12 x 80 bolt and heavy-duty washer,

support plate and Nyloc. Check the floor clearance

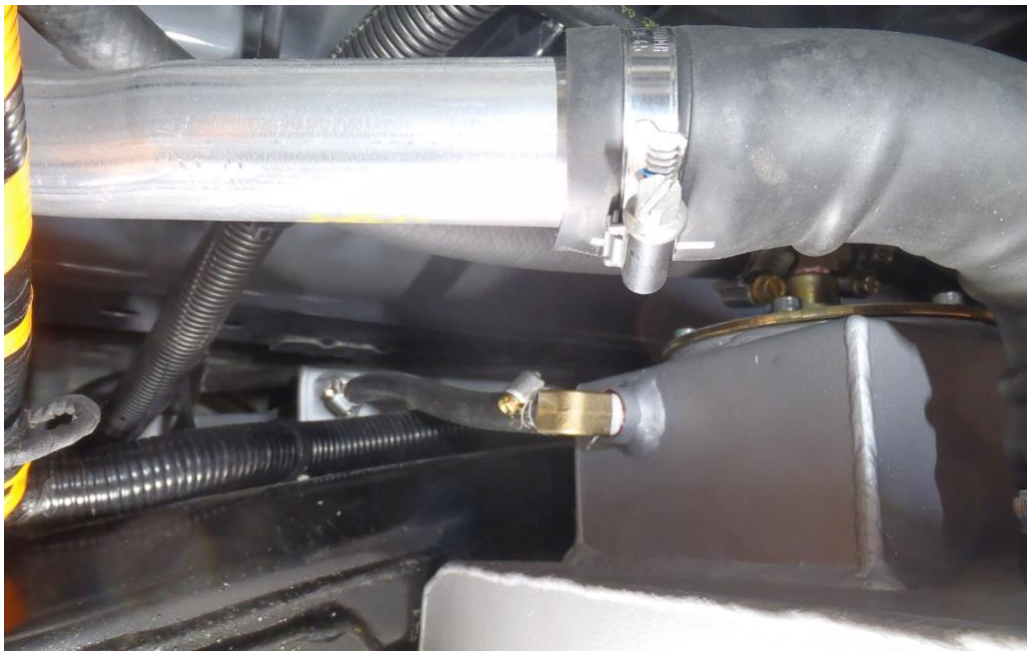


PIC 8




Front strap mount





9. Connect the 10mm balance line. Cut 20mm from the filler neck end of the OE fill hose and fit to tank and neck. Carefully remove the connector from the original recirculation line and fit to 8mm hose and reconnect to neck. Connect the 16mm line to the front of the canister. Neatly cable tie all hose and lines. Fill with fuel and check.

10. Additional notes for the 6.5’ bed (ignore if you have the short bed):

- No need to relocate the separator canister - it will fit in the stock position.
- You will need a longer ⅝” vent hose to connect to the canister. Buy 8' and cut it at the cannister end once the tank is installed.
- A front bracket will be needed to extend the existing bracket, a professionally fabricated bracket is recommended.
- Pictured is 2 18”x2"x3/8” steel plates and M10 grade 8 bolts to make a front bracket.



A. **Are all hose clamps tight and secure?**

B. **Are all nuts and bolts secured?**

C. **Are mounting brackets and straps secure?**

D. **Are Fuel Gauge Sending Unit bolts secured?**

E. **Are all fuel lines secure with no kinks?**

F. **Does tank interfere with, or rub on, other vehicle components?**

G. **Is tank calibration accurate?**

☐ **Congratulations! You have completed the install!**