2016 – 2023 Toyota Tacoma 33 Gallon replacement tank instructions

Product Information/Install Instructions for

Toyota Tacoma Dual Cab Short/Long Bed

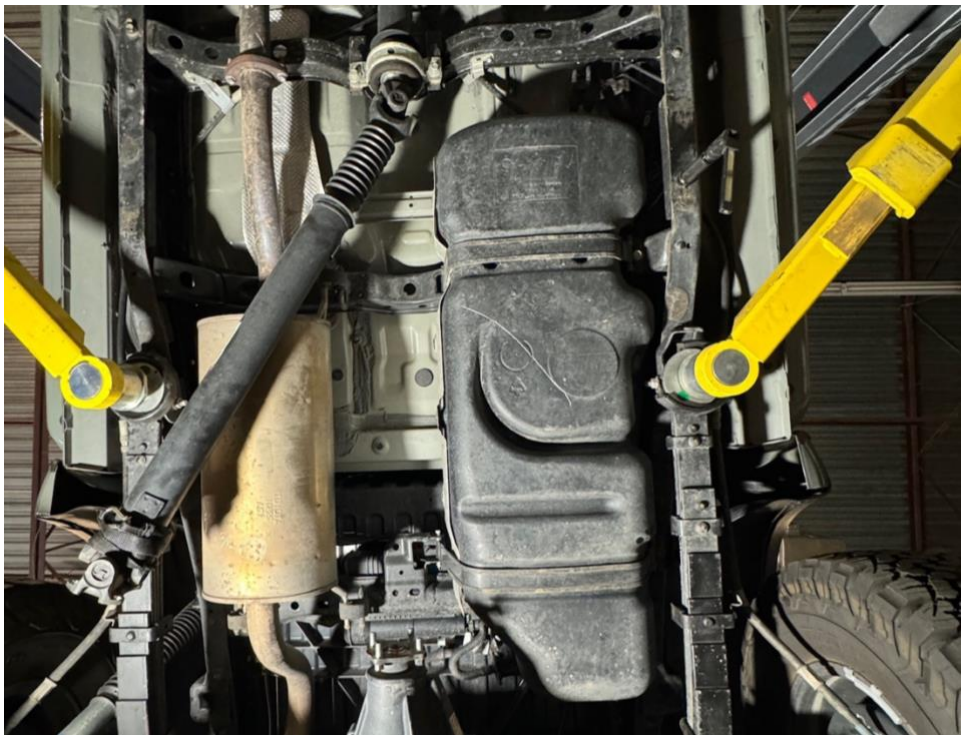
Kit P/N TTACDCR 2005+





A. INSTALLATION KIT CONTENTS

HARDWARE	HOSES & CLAMPS	MISC PARTS
3 x M8 x 20mm Bolt	1 x 19mm Fuel Hose @ 16" Long	1 x BS356 "O" Ring
5 x M10 x 30mm Bolt	1 x 8mm Hose @ 8" Long	1 x Front Secondary Bracket
6 x M8 x 25mm Washer	2 x 8mm EFI Hose @ 31.5" Long	1 x Rear Secondary Bracket
10 x M10 x 25mm Washer	2 x 16mm Conduflex @ 31.5" Long	1 x Hold Down Ring
1 x M10 Spring Washer	2 x 1" Clamps	1 x FLVV (Attwood) Valve with P6 3/4" x 3/8" Elbow (fitted to tank)
3 x M8 Nyloc Nut	6 x EFI Hose Clamps	1 x LRA Modified Back Flow Valve
5 x M10 Nyloc Nut		1 x Reinforcing Plate for Front Inboard Mount with M10 Nut Welded
6 x M5 x 8mm Cap Screw		2 x 14" Cable Tie
		Fuel Hose - Tank To Pipe
6 x M5 x 8mm Pan Head Screw		TBK 4 spacer and bolt for 3gen
1 x M10 x 30mm Bolt with 150mm Strap		
1 x M10 x 30 1.25p 14mm Head Bolt		
12 x M5 Washer		
BRASS		
1 x P6 5/16" x 1/4" Elbow with 5/16" Bundy Tube @ 3.14" Long		



A. REMOVE THE OEM TANK

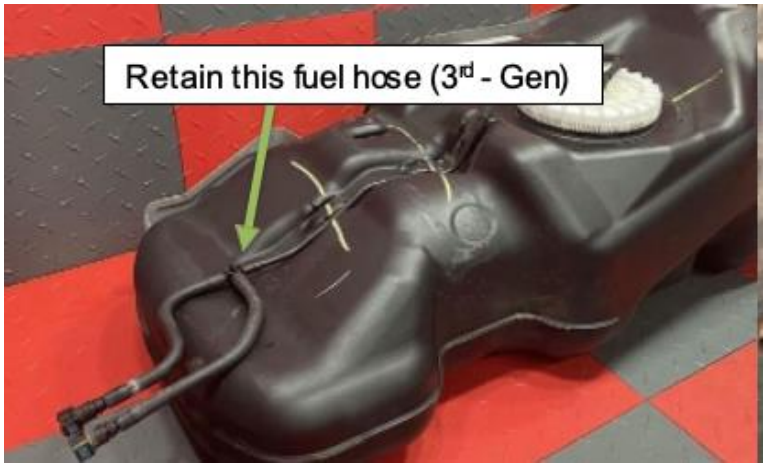
1. If your vehicle has a fuel tank skid plate, remove it. It is also helpful to unbolt the rear driveline from the rear differential.
2. Have a bucket and rags ready to catch fuel.



3. Before removing hose assembly, mark both ends with a paint pen for re-assembl

B. REMOVE THE OEM TANK *(continued)*

1. Disconnect the feed and return lines by squeezing the blue squares on either side of the connection and pulling the connection apart simultaneously. Pull the orange clip down on the other line to expose the blue squares and repeat (**CAUTION**—fuel under pressure, it will spray out when line is disconnected)





2. Slice the single supply hose from the factory Tee fitting and remove:

3. Install new hose with clamp to Tee fitting.

REMOVE THE OEM TANK *(continued)*

4. Support the tank. Using a 14mm wrench, remove the driver-side bolts securing the straps from the frame and let the straps hang free. Remove the 2 clips and pins that secure the passenger ends of the tank straps. Retain the better of the two bolts, as it will be reused for the rear driver-side mount on the new tank. Set the straps and other hardware aside, they will not be reused.

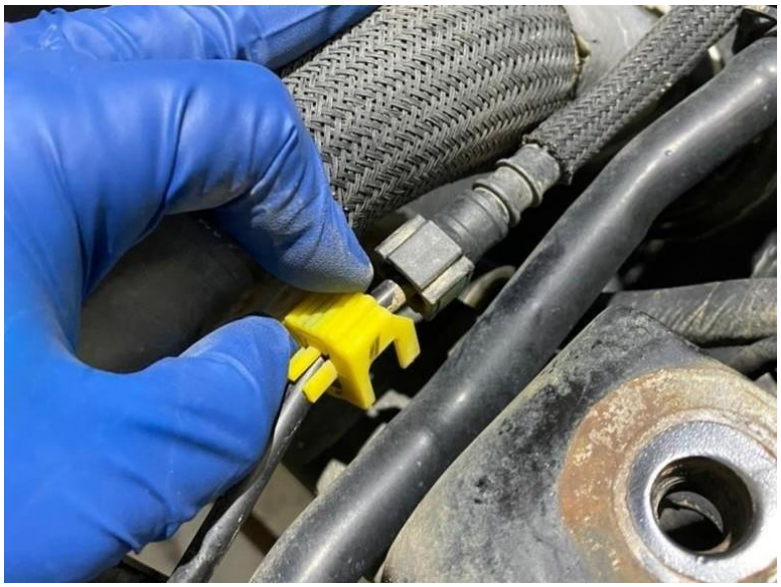


5. From above, lower the tank slightly and disconnect the charcoal canister from the tank. These are squeeze-type fittings, like on the fuel lines, set hose aside on some models this hose will be replaced with the ¾ hose included. This factory hose will be reused.





6. Disconnect the vent hose from the vent tube on the filler neck. This connector has a yellow clip on it ***that must be released to expose the squeeze buttons like on the fuel line. Remove quick connect fitting with yellow lock as this will be used on the*** **new 8mm hose.**





REMOVE THE OEM TANK *(continued)*

7. Remove the shield from the top of the fuel pump/fuel gauge sending unit. The shield has a few clips in it, place a finger at each of the circled locations in the photo below, squeeze and pull to release the clips and lift off the cover. Set the cover aside, it will not be reused. Unplug the wiring from the fuel pump/fuel gauge sending unit.







REMOVE THE OEM TANK *(continued)*

8. Unclip and disconnect the factory filler neck from the OEM tank. Do not cut this as the OEM filler neck and hose will be used on the new tank.



9. Carefully lower the tank making sure all connections are disconnected and free to move.



C. FUEL PUMP/GAUGE SENDING UNIT SWAP

1. Carefully cut the plastic line at the connector to remove it. Set the remaining plastic line aside, it will be replaced with the 31.5-inch length of 8mm **EFI** hose.





2. Be sure the top of the OEM tank is clean. Remove the retaining ring from the pump/sender. There is a tool for this, but you can remove it using a flathead screwdriver and a hammer to drive it off (release the locking tabs as you go).

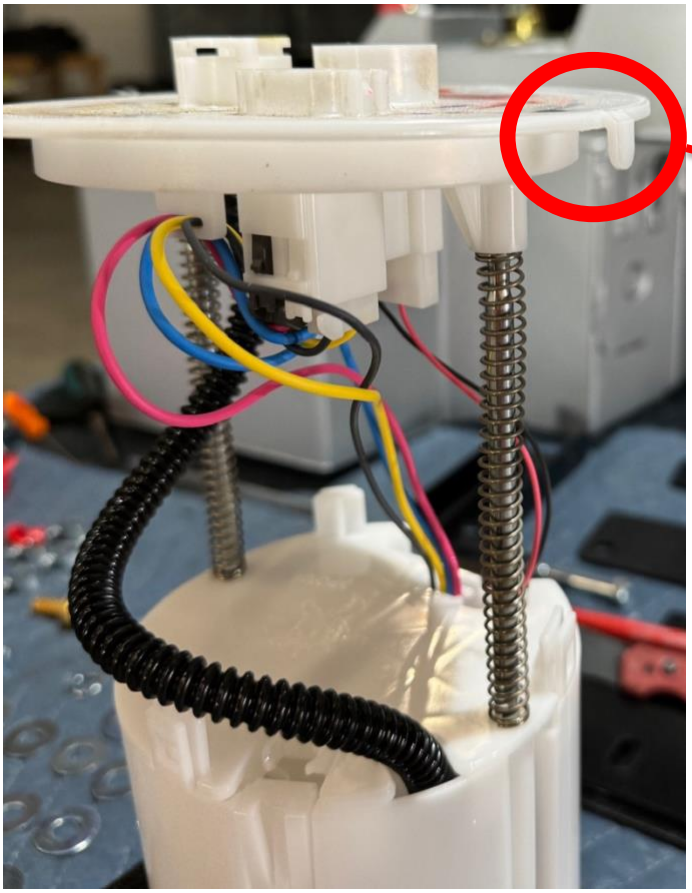


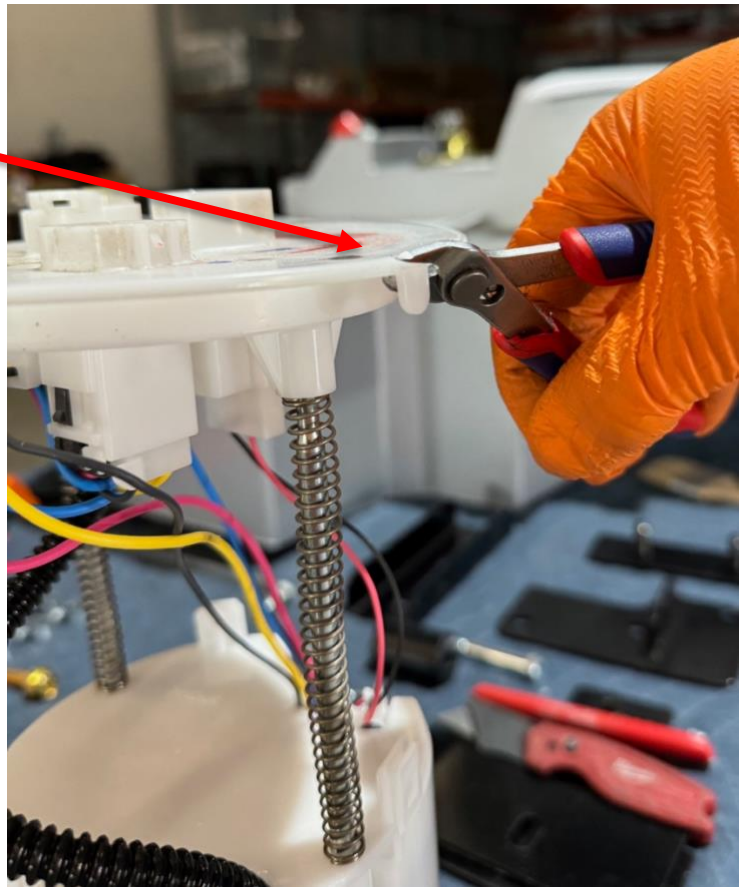
3. Carefully pull the pump out of the tank, it will need to come out at an angle to prevent damaging the pump and float. be prepared for fuel to spill as the pump sits in a sump on the assembly that retains fuel. Be careful when removing as the sender float is also attached to the assembly.



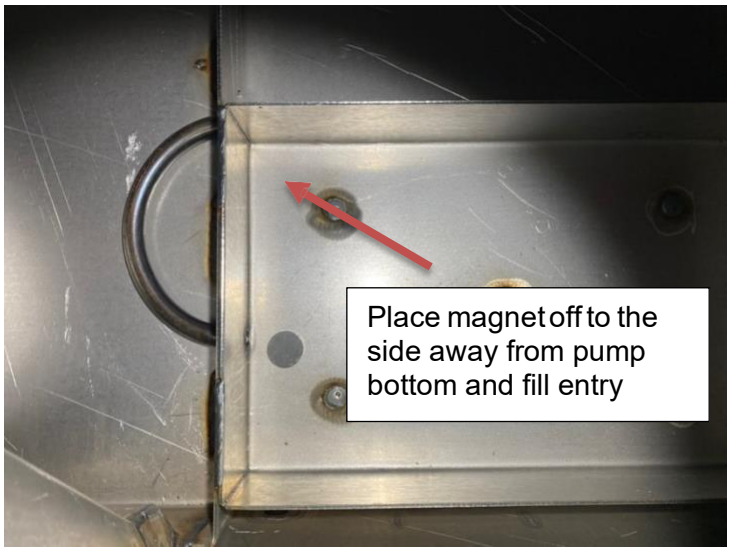
B. FUEL PUMP/GAUGE SENDING UNIT SWAP *(continued)*

1. Cut the ear/tab off the pump/sender plate. Snips work best, then use a razor to remove any burrs.





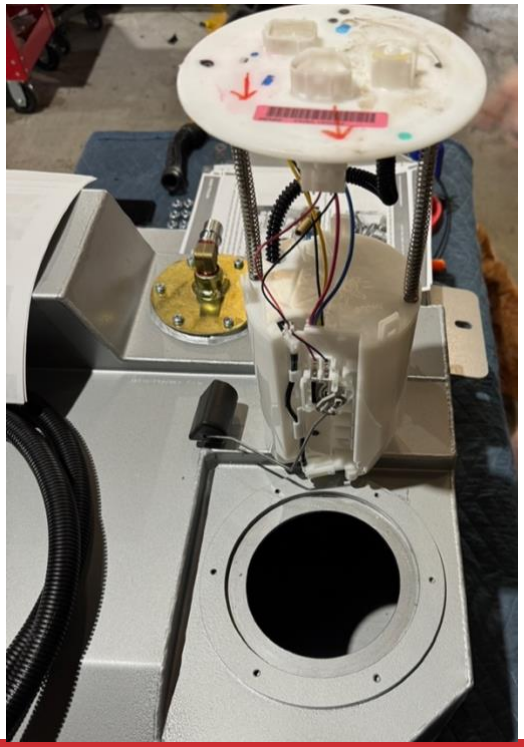
2. Put the supplied magnet into the new tank, locating it inside swirl pot off to the side. See picture below.
3. Place O-ring and lower the pump/sender into the tank with the float facing the rear of the truck. Install the hold-down ring from the kit using the included M5 screws and washers using blue Loctite



Orient float to rear of tank ensuring no contact with swirl pot. Failure to do so will result in inaccurate readings.

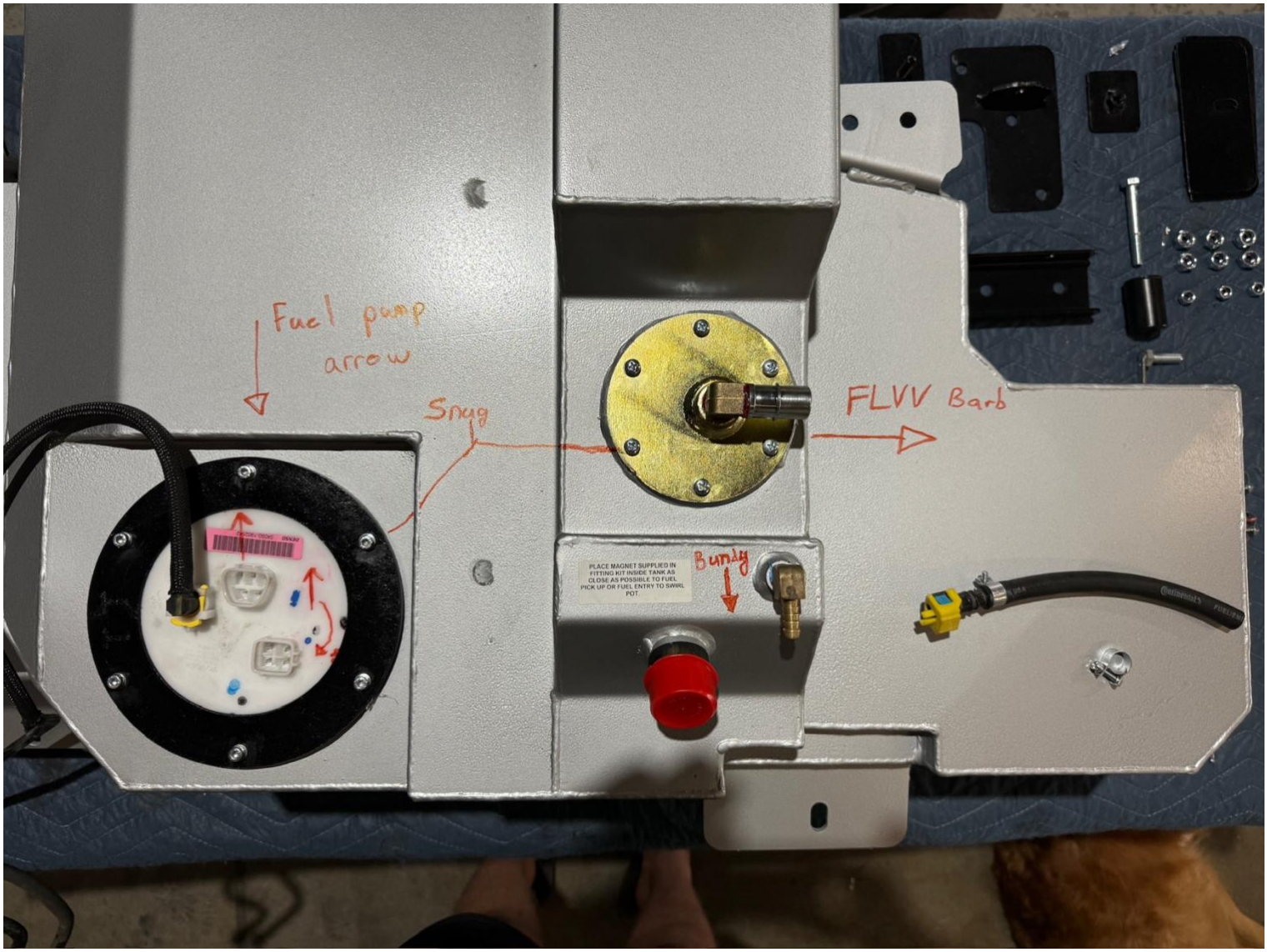




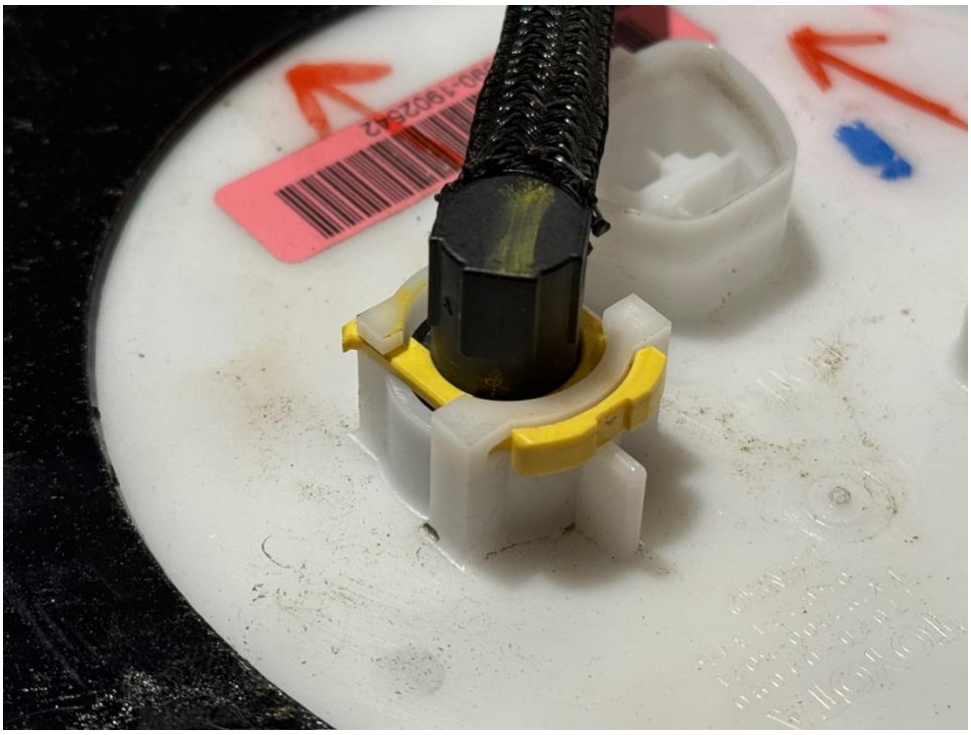


C. INSTALL TANK HARDWARE

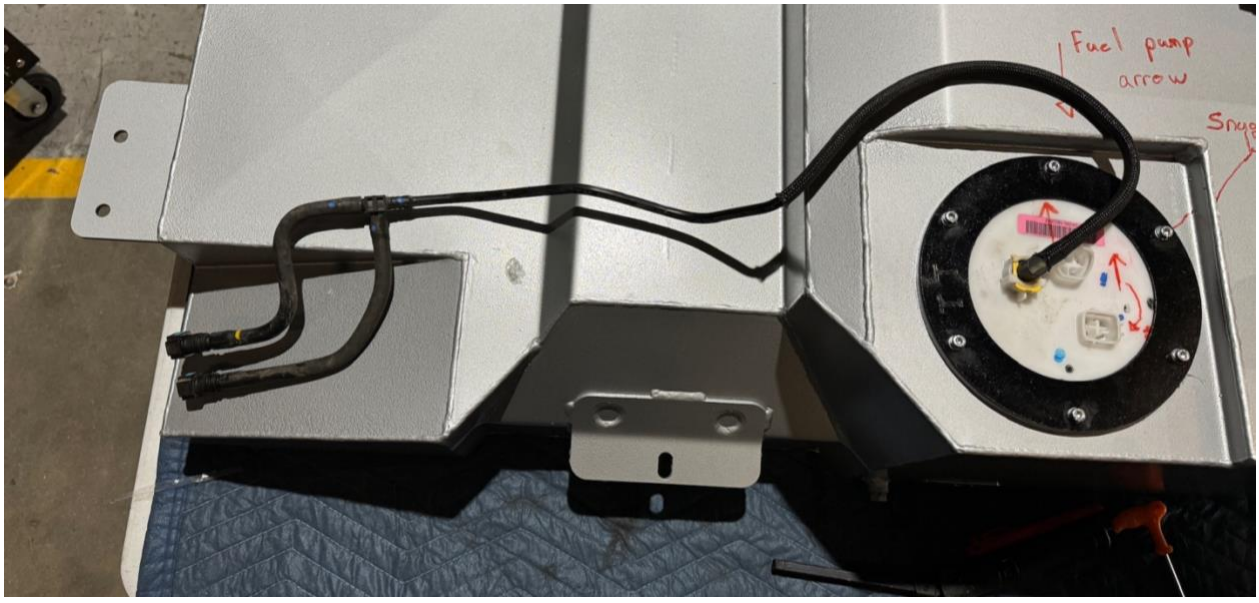
1. Install P6 elbow/Bundy tube with nipple facing driver side of vehicle (using fuel-rated thread seale, we recommend BLUE Monster). Install 8-inch length of 8mm hose to this and add factory quick connect clip with yellow tab to the other end. Note on newer tanks this tube location is further to the rear and some trimming of the hose may be required.



2. Install 31.5-inch length of 8mm EFI hose onto the OEM fitting removed, using the small EFI clamp. Connect fitting to the pump/sender and secure with the OEM retaining clips.



3. Slide the Conduflex onto this hose and route to the passenger side of the vehicle



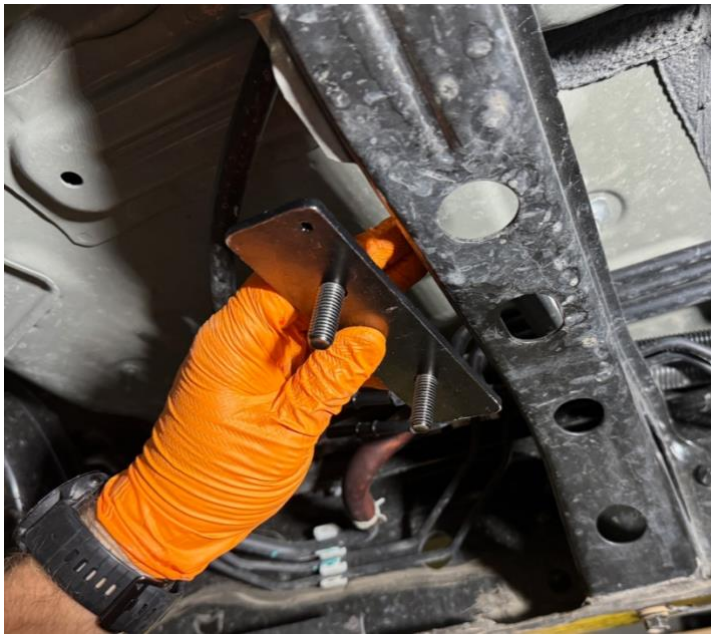
A. INSTALL MOUNTING BRACKETS

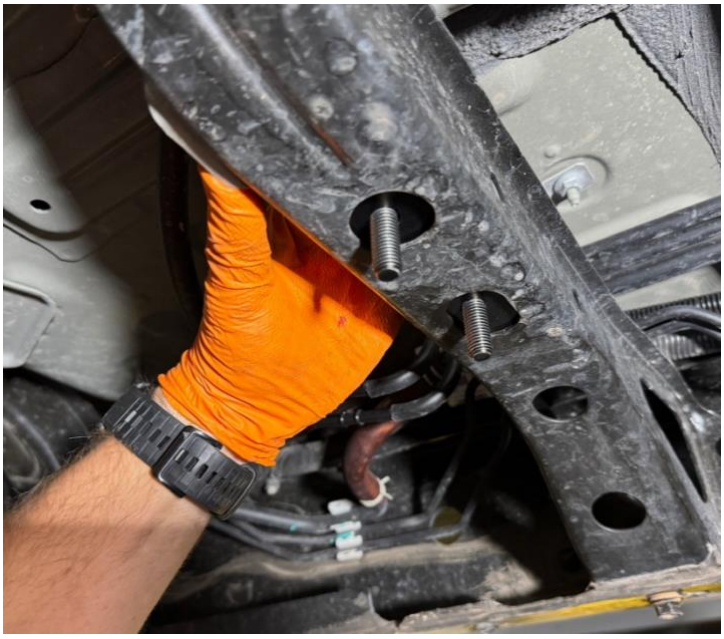
1. Trim the front spring eye bolt flush with nut on left-hand side (THIS NEEDS TO BE DONE BEFORE THE NEW TANK IS INSTALLED)





2. Bolt the front cross member support plate to the vehicle using x2 M8 nuts and nut plate pictured below, this will sit inside the front crossmember.





3. **Trim the composite bed next to the charcoal canister to clear the upper portion of the tank**

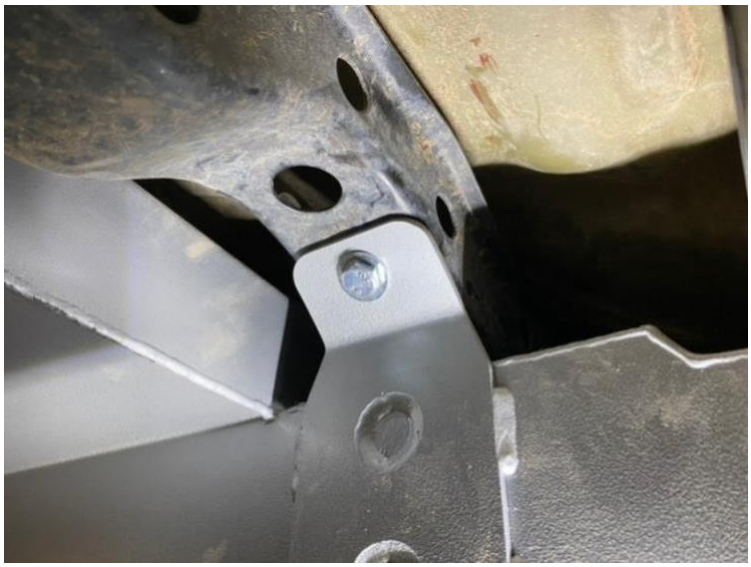




A. INSTALL MOUNTING BRACKETS

1. Bolt the front of the tank using the included stud plate with two M8 nuts & washers (if installing on a long bed the rectangular bracket will be used to reach this crossmember).

   Fit both center bolts, the LHS uses the new M10 x 30mm fine bolt provided, the RHS center needs to be drilled out with a 10mm drill bit to accept the new M10 x 30mm bolt and square welded nut plate provided. We recommend doing this step last. Loctite is recommended.



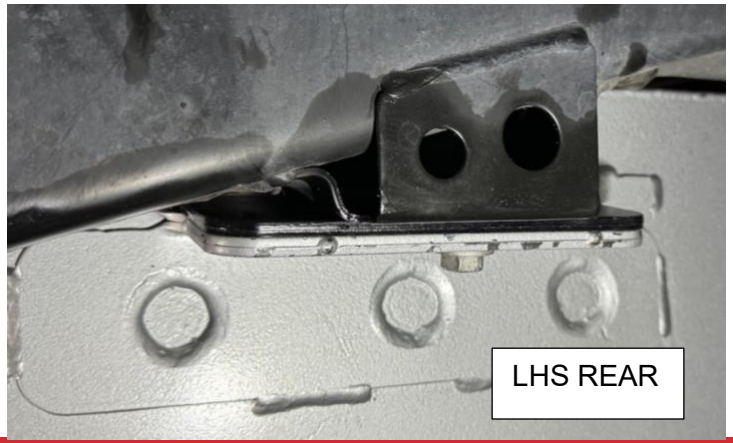
RHS middle mount

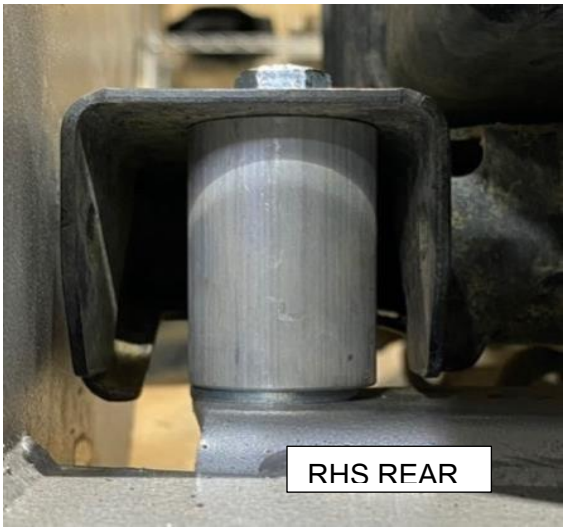


Long Bed Bracket

2. Fit the LHS rear bolt using the factory strap bolt (**Note** there are shims included in the kit to lower the tank slightly if needed as all Tacoma's vary)

3. Fit the RHS rear using the forward most hole as well as the 2-inch steel spacer (Spacer **provided will be black**) and bolt provided.





A. JACK TANK INTO POSITION/SECURE TANK

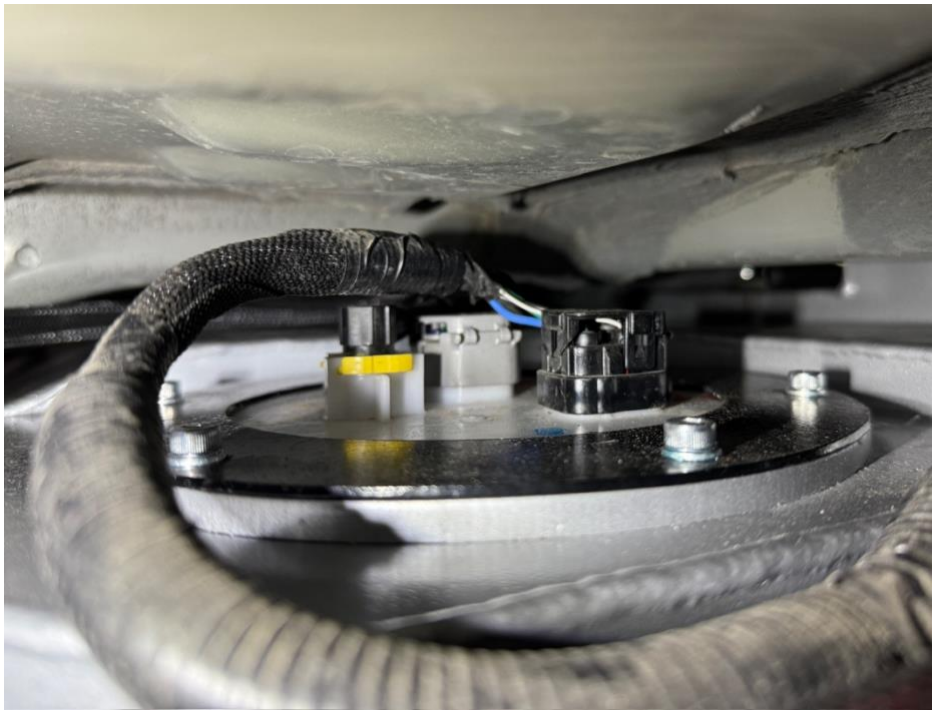
1. We recommend removing the rear driveshaft /tailpipe section of the exhaust to help gain access. Please note, aftermarket rear differential skid plates will not work with this fuel tank.

B. Carefully lift the tank into position stopping part way to feed the fuel pump lines between cross member and chassis rail. Fit the filler hose to the tank as shown below. Please ensure hose is not kinked!! and fully seated on the filler neck and tank.





1. Connect the lines, Also connect the pump assembly wiring. Feed the fill hose onto the neck as you jack into position. **MAKE SURE NOT TO KINK FILL OR VENT HOSES!**





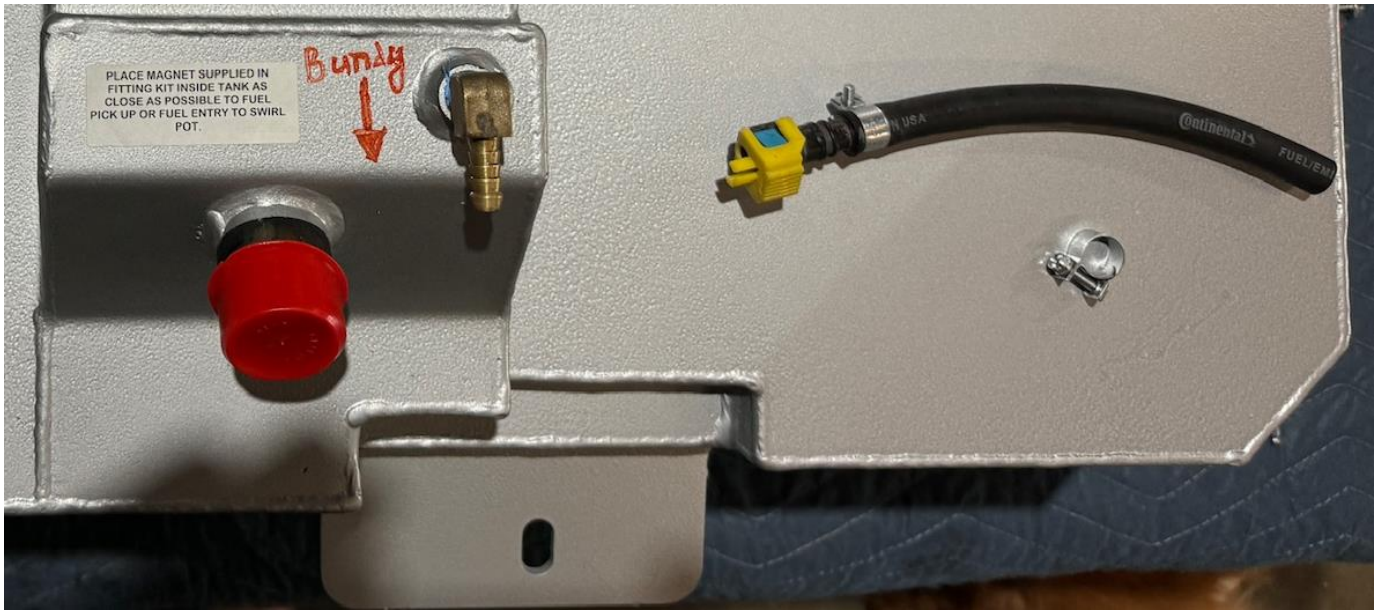
2. Connect factory charcoal cannister line to the FLVV using dielectric grease to lubricate the O-rings. This may be easier to do with the driveshaft and exhaust removed. Do not crack the OEM charcoal canister reuses the factory hose.



3. Refit the other end of the emission line to the charcoal canister.



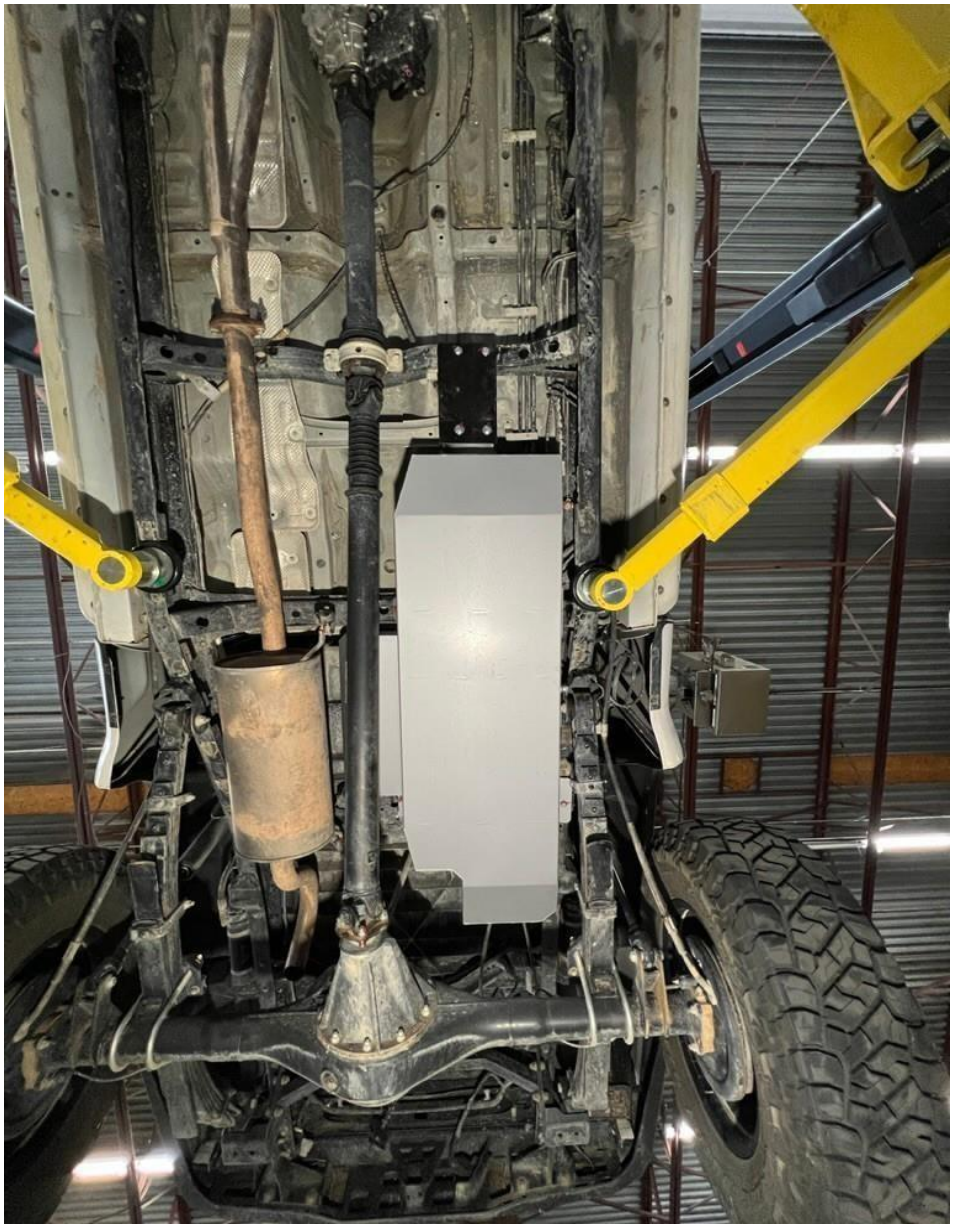
1. Refit the other end of the emission line to the charcoal canister.
2. Connect the 8mm breather using the yellow quick connect.



3. Tighten the filler hose onto the tank and filler neck. Ensure there are no kinks
4. Tighten all mounting bolts making sure all are secure

D. FINISH INSTALLATION

1. Refit the drive shaft.
2. Check all clearances and neatly cable tie all hoses and wiring.
3. Fill tank with fuel, check again for leaks. **DO NOT OVERFILL OR "TOP OFF" TANK WHEN FILLING, DAMAGE TO YOUR EMISSION SYSTEM MAY RESULT.**



- Are all hose clamps tight and secure?
- Are all nuts and bolts secured?
- Are mounting brackets and straps secure?
- Are Fuel Gauge Sending Unit bolts secured?
- Are all fuel lines secure with no kinks?
- Does tank interfere with, or rub on, other vehicle components?
- Is tank calibration accurate?

☐ Congratulations! You have completed the install!