



## Installation Instructions:

### **GTank - Auxiliary Fuel Tank** **2.5 Gallon Model**

For: 1998 – 2004 Suzuki VL1500 LC Intruder

For: *FL-GTS1525*

#### **GTank Install Tool List:**

- 4 mm Allen Wrench
- 5 mm Allen Wrench
- 6 mm Allen Wrench
- 7 mm Allen Wrench
- Drill Motor w/ 1/2" Drill Bit (to make hole in rubber fill hose)
- 14 mm Box Wrench
- 10 mm Socket
- 22 mm Box Wrench (in stock Suzuki tool kit)
- Phillips Screw Driver
- Slot Screw Driver
- Needle Nose Pliers (longer the better)
- Razor Knife

#### **Remove the following prior to GTank Installation:**

- Rider Seat
- Center Instrument Console & Left Fake Tank Cover
- Both Stock Gas Tank Side Covers
- Right Passenger Peg Bracket from Frame
- Chrome Tool Box Cover - Unlock with key, and pull cover off.
- Tool/Storage Box
- Left Rear Lower Frame Rail (Wraps around rear & Bottom sides of old tool box area)

#### **Install Fuel Hoses onto each GTank Stub Out:**

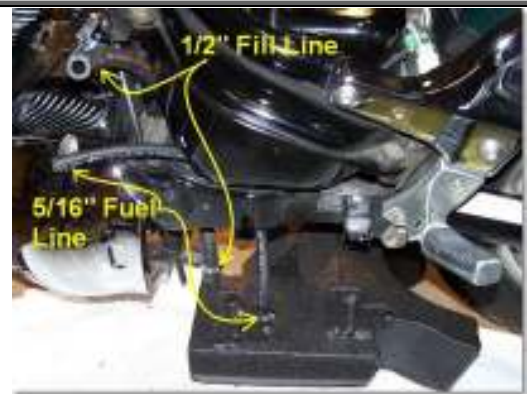
- 1/2" x 18 3/4" Hose onto large Fill Stub on front corner. (large clamp) (Make sure the hose curves towards the *inside* of the bike)
- 3/8" x 31" Hose onto Vent Stub on right outside edge. (small clamp) (Make sure hose curves towards the *back* of bike)
- 5/16" x 15" Hose onto remaining Fuel Stub on middle left side of tank. (small clamp) (Make sure hose curves towards *front* of bike)



**Place GTank under bike from Left Side. (The curved end faces the tire)**

## Route Hoses up through Lower Framework as follows:

- 3/8" x 31" Vent Hose (*right side, not shown*) between the frame and swing arm. Route balance away from bike for now.
- 1/2" x 18 3/4" Fill Hose between the shock and driveshaft. Route balance away from bike for now.
- 5/16" x 15" Fuel Hose (*Draw Line*) between the driveshaft and frame. Route balance away from bike for now.
- Lift GTank into place and loosely secure all 4 bolts. (*Left two bolts are reused from the Storage Compartment's Upper two bolts. Right side front is reused from the original exhaust system bolt. Right side rear bolt is from Passenger Peg Bracket, Leave Bracket off for now.*)



## Setting Up the Filler Assembly

- Remove the fuel filler assembly tray and rubber fill neck from the main tank inlet by loosening their hose clamps.
- Measure and mark the center (*side-side, end-end*) of the under side of the filler hose.
- Drill a 1/2" hole using metal drill bit. Don't ream (widen) the hole out, and don't run through the opposite wall of the hose, they aren't cheap, and are rarely in stock.



- Attach the nylon 'L' connector to the fill neck, making sure you have one gasket washer on each side and the 'L' connector is facing the left side of the bike at a slight backward angle.
- Use your flat 22 mm Box Wrench from your Suzuki Tool Kit to tighten this nut (don't over tighten). When 'L' Connector is tightened properly it should be difficult, but not impossible, to twist the connector for final hose assembly.

## View from Left side

- Re-install the fuel filler neck at this time to keep debris out of stock tank. Secure it to the stock tank loosely for now. (*See #4 Installation Item*)



## Routing the Lines:

Route All Lines in the following order: (Proper Fuel Valve Position allows Handle to swing forward between Main and GTank positions).

### 1) Fuel Pump to Fuel Valve:

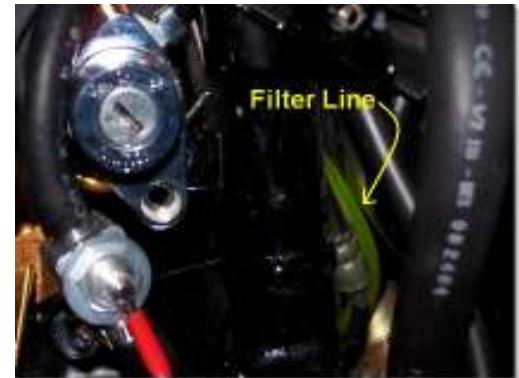
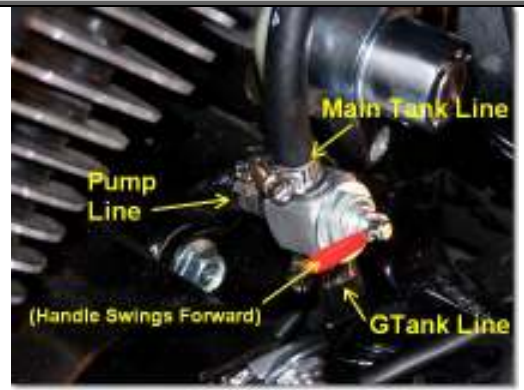
**NOTE: When disconnecting OEM fuel lines at the tank and/or pump, be sure to use a catch rag for the small amount of fuel that will come out of the tubing.**

- Remove the OEM fuel draw line from the fuel pump inlet to the metal connection at the stock tank, and discard the OEM fuel line. (This is the line that is partially covered by spring protector)



- Attach the 5/16" x 2 1/2" to the fuel pump inlet and provided Fuel Filter. The 5/16" x 26 1/2"

hose (shown here in green) will attach to the 'small' side of Fuel Filter after routing the line as follows: Start with the Fuel Valve end by securing to the middle nipple on Fuel Valve (small clamp). Then route the line under the rear motor mount (between uprights), under the top side of the shock then up the right side of the stock tank (behind the heat shield).



- Turn and route the line under the large filler neck beside the new 'L' connector then turn up between the frame rail and filler tray, over the frame rail and attach to the New Fuel Filter as shown in picture to the right.

(This sounds complicated, but you are simply giving the fuel line an unobstructed and unrestricted path from the Fuel Filter to the center nipple of the fuel valve.)

### 2.) GTank to Fuel Valve

- Route the Fuel Hose Draw Line (5/16" x 15") over the driveshaft towards the center and under the frame on the left outside of the rear motor mount. Attach to the **bottom nipple** on Fuel Valve (small clamp).



### 3.) Stock Tank to Fuel Valve

- Attach the fuel hose (5/16" x 14 1/4") to the rubber "Elbow" fitting on the top left of the fuel tank (small clamp). Route between the filler neck and overflow drain hose, between the ignition switch wires and frame rail, under the choke cable, over the top of the ignition switch along the forward side of the switch and attach to top nipple of the fuel valve (small clamp). (You may need to shorten this fuel line as it was originally fitted to attach directly to the stock tank nipple. This has caused kinking problems with some aftermarket seats, but is left long in case you choose to connect it directly. Your choice)

**The OEM filter and the lines going to it and from it are no longer needed. You may remove them or leave them in place, but you should clean them out to clear any remaining fuel from the lines and old filter if you leave it in place.**



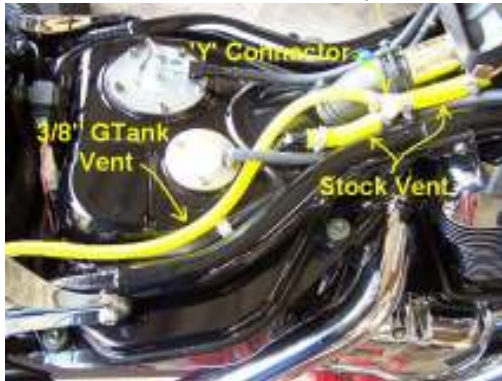
#### 4.) GTank Fill Line to Filler Neck Tap

- Route the fill Hose (larger 1/2" diameter) around the front left side of the stock tank then to the back side of the front bracket for the left side tank-cover. Continue between the stock tank and frame rail (snug fit) and on the rear side of overflow hose. Route along the stock tank lip to the 'L' connector at the filler neck. Moisten the inside end of hose and **attach to the 'L' connector** using the large clamp. Lift filler neck to ease connector installation. Install Fuel Filler neck tight to stock tank making sure hose clamp is positioned properly and securely.

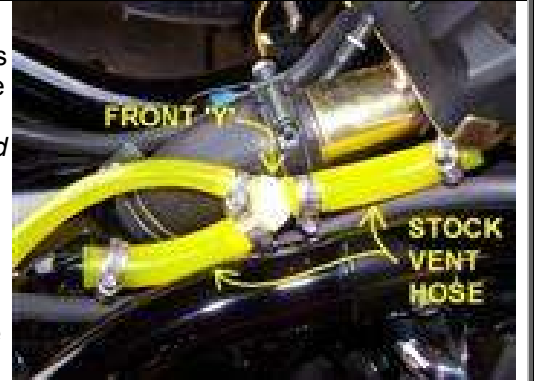


#### 5.) GTank to Vent Tie-in

- Route New Vent Hose 31" x 3/8" from GTank to 'Y' (The 'Y' sits upside down). Cut 'stock tank' end of existing rubber vent hose approximately 3 1/2" long, insert new upside down 'Y' onto this hose (*slide stock vent hose further onto stock nipples each end to make room for 'Y', if needed*).



- Attach other half of stock vent hose to front end of this 'Y'. Note pictures to see how final routing works best.
- From the GTank route the Vent Hose towards the rear tire, around the back of the seat frame rail crossbar and along the side of the frame rail between it and the stock gas tank.



#### Switch Plate



- Attach the fuel valve to the fuel valve plate (*Use of the supplied valve washer is your choice*).
- Unbolt the ignition switch (*leaving all wires attached*)
- Sandwich the fuel valve plate's mounting tab between the ignition switch housing and the frame support, and then re-install the ignition switch bolt.

#### Get Her Ready To Ride

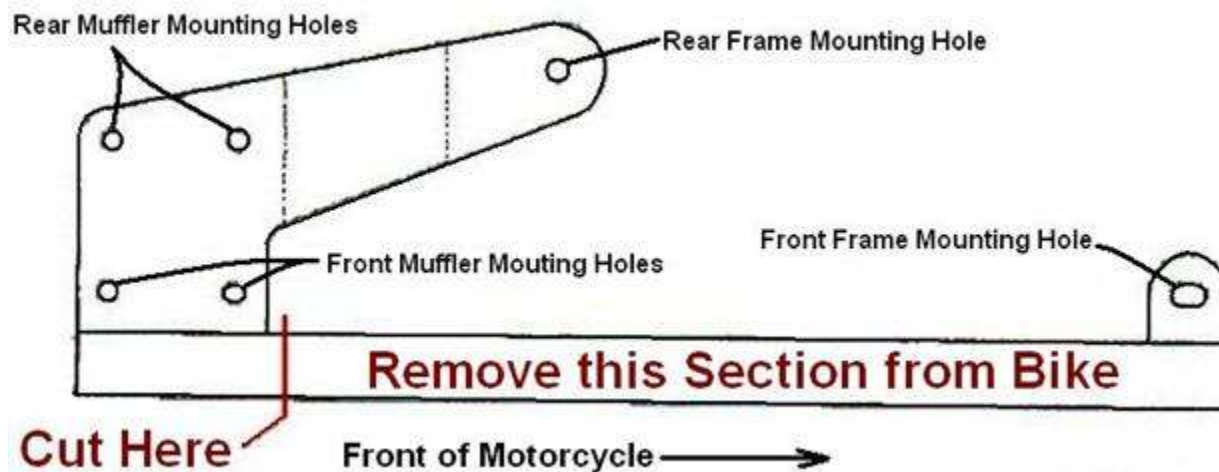
- Visually inspect to make sure the GTank is properly centered on the rear tire (*make adjustments if needed*), and then tighten the four bolts. (*Passenger Peg Bracket can be installed now*)
- Reattach the left side lower frame member (*It will make contact with the GTank, but will fit*). Tighten bolts well.
- Reattach the chrome storage box cover to new GTank and make minor tab adjustments to locking plate if needed. (*Cover locks in place to it's factory tab*)
- Attach both stock fuel tank side covers making sure no hoses are being pinched.
- Check all upper hose connections to make sure they are tight, but not over tightened.
- Install left fake tank cover.
- Install center instrument console.
- Install driver's seat.
- Leave fuel valve in up position until you have put fuel into the new GTank.

## V&H Pro-Pipe / Long Shot Mounting Bar Modifications for the GTank

Vance & Hines Long Shot and Pro-Pipe Owners Please Note: You will have to modify the Vance & Hines Muffler Hanger bracket to allow room for the GTank installation. This will not weaken your exhaust system, and the procedure has been road tested thoroughly. This mod is part of my '02 LC and works well with no issues whatsoever.

- Lower Round Mounting Bar that attaches to the Muffler Mounting Bracket needs to be removed.
- To remove Lower Round Mounting Bar use a hack saw or other metal cutting tool and measure approximately 1/8" in front of the Muffler Bracket and cut the round bar.
- This will leave only the part of the Round Bar that is directly below the muffler bracket still intact.
- Use a file and round the remaining edge of the round bar. Spray the cut area with black spray paint or touch up paint to keep it from rusting.
- Remove the bolt holding the front end of the Lower Round Bar and use this bolt for installation of the GTank.

### **Illustration for Mounting Bar Modifications:**



### **Legal Disclaimer**

As motorcycle fuel tanks are not regulated by the D.O.T., the GTank is sold as an off-road or racing component, and the buyer accepts full responsibility for knowledge and compliance of his/her local and state laws, codes or ordinances regarding addition of a secondary fuel cell or aftermarket exhaust system to a motor vehicle, and agrees to hold GMan Industries, Ltd and its employees harmless from any loss and/or litigation resulting from misuse, injury, death, including lack of compliance with said laws, codes and/or ordinances resulting from purchase, installation, and use of the GTank or related products.

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