

The Preventive Maintenance Series

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FC Gas Tanks

Removing and replacing FC gas tanks is not explained well in the shop manual and although the instructions are amusing they are not helpful. The following steps that I used in a recent project may be helpful for those doing an FC tank for the first time.

Think ahead of time about parts: have at least all three hoses, clamps, and a sending unit seal. You might want to use anti-seize on nuts and bolts since you may need to take it out again in ten years.

Have the vehicle as high up as possible securely on jack stands.

Siphon the gas by using a length of ½” hose, a shop rag and an air gun to gently pressurize the tank until fuel flows. Or carefully use an electric fuel pump to empty it.

Remove the shifter if applicable.

Important: Use a marker to record the installed height of the tank against some area of the body. You will need this to know if the tank is installed completely. If you have a manual transmission and don't follow this step the shifter may not clear.

Remove the rubber fuel line on the passenger side of the tank at the steel line from the rear, and remove the screw & ground wire from the body just to the front and passenger side of the tank.

Remove the left front tire & wheel to make work on the filler neck easier.

Loosen the two outboard hose clamps, slide them towards the tank and remove the bolt securing the filler neck. Spray some lubricant on the neck where it will have to slide through the neck grommet towards the outside (the total distance is limited). Use a pry bar to pry against the vent pipe while at the same time use a hose removal tool to loosen up the two hoses until they clear the filler neck. In the event someone before you used hoses longer than necessary you may have to cut the two hoses with a hacksaw blade holder. No electric saw because of possible sparks. You can leave both hoses attached to the tank during removal if you have difficulty getting them off of their nipples.

Position a floor jack with a board about 6” from the bottom of the tank and loosen the two nuts on the retaining straps to the end of the threads. Wiggle the tank until it drops down and then remove the nuts. From the front of the tank, passenger side, feel the top where the sender fits and remove the sending unit wire plug. If you cannot reach it you may have to lower the tank until you have access.

The filler neck hoses will try to stop the tank removal so use a pry bar or big screwdriver to flatten them against the tank until the tank starts to move out.

For installation, hook up the proper length of hose to the sending unit and clip it to the side of the tank. Use duck tape if the clip is rusted away. Do not put the filler neck hoses on until the tank is back in. Insert the tank partially in to the vehicle and hook up the sender plug and lay the ground wire over the front of the tank. Be sure that the tank will not pinch the sending unit wire when fully installed.

Once the tank is installed back to where you indexed it and before you tighten the two retaining nuts, move the tank as far to the passenger side as it will go. This helps with the filler neck hose installation. Again check that the sending unit wire is not pinched by the tank.

Tighten the two nuts, attach the ground wire and hook up the rubber fuel line to the rear steel line.

Push the filler neck against the body grommet and measure from the bottom of the tank nipple to the end of the filler neck; it should be around 7". Once the new hose is pushed on to the tank nipple it should be slightly difficult to clear the filler neck. Have the hose clamps positioned on the hoses as you install them.

Treat the vent tube in the same manner and use a little Vaseline to aid installation of the two hoses to the filler neck

Push the filler neck back in until you can line up the attaching bolt. I use a ¼" drive flex socket on a long ¼" extension to tighten all four hose clamps.

You're done!