EROSPACE TECHNOLOGIES INC.
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FuelCel
Lightweight composite fuel tanks

Suzuki GSXR 05-06 1000

Installation instructions

4.81 pounds = 7.90 pounds lighter

1. All though every precaution is taken in the manufacture of your new FuelCel, in house testing procedures unfortunately cannot reproduce the dynamic conditions of the installation on the motorcycle. Under certain conditions of vibration, heat and gasoline, a minute pinhole can develop in rare cases that escape our detection. We are more than willing to repair a leak that might develop so long as the following procedure is done first.
2. Install all necessary plumbing and hardware for the mounting, install on the bike then fuel it to capacity and run at least half of it through by running the engine, BEFORE PAINTING the tank.
3. Field repair procedure as performed by the factory is outline below for latent pinhole migration. (Extremely rare) **Repairs** can be made in certain instances if you damage your Fuelcel. Generally if 30% of the exterior surface is damaged it will be considered totaled.

INSTALLATION INSTRUCTIONS

- **Do not paint** the area where the Fuel pump-flange seals.
- Be careful installing fasteners and do not over torque the Fuel Pump, Front & Rear Mount threads.
- Use the stock hinge for the rear mount.
- To adjust the cap latch tension, use the silver button head cap screw on the bottom of the cap. Tightening the screw will tighten the latching, loosening will loosen the latching. Cap functions as the vent.
- The Drain overflow and Vent hoses are no longer used.
- Be sure that the tank is not being rubbed at any point by frame or other hard surface, puncture from abrasion can occur in a short amount of time.
- Cut off ½" inch or so off the tops of round rubber blocks mounted to the frame until they just support the bottom of the tank.
- **WARNING; Composites are not "malleable" like metal, since weight reduction is the main goal of the FuelCel design, rupture of the tank can occur instead of denting.**
- **This Fuel tank is sold without Warranty expressed or implied by the manufacturer and its final suitability for use is determined by the operator of the motorcycle on which it is installed.**
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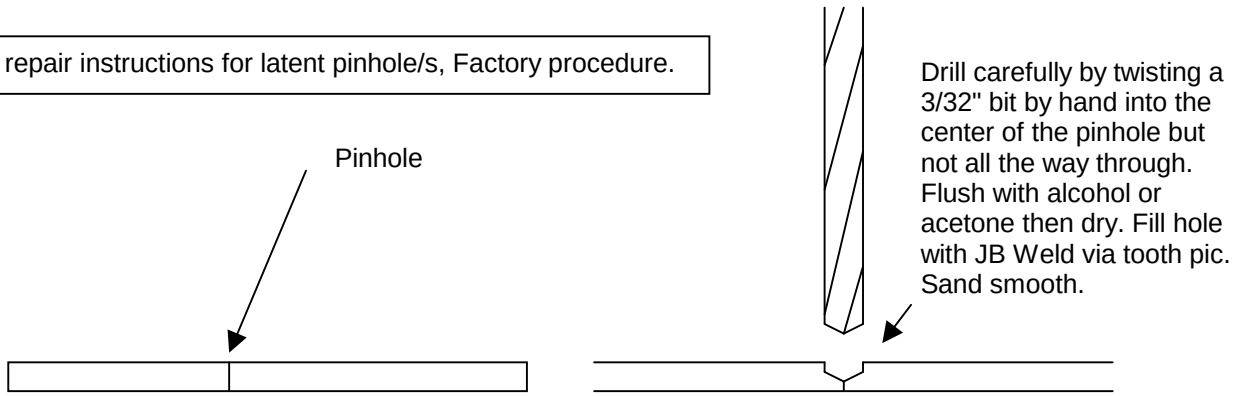
3/14/2011

Self repair instructions for latent pinhole/s, Factory procedure.



FuelCel

Lightweight composite fuel tanks

PAINTING INSTRUCTIONS AND PRECAUTIONS

1. All though every precaution is taken in the manufacture of your new FuelCel, in house testing procedures unfortunately cannot reproduce the dynamic conditions of the installation on the motorcycle. Under certain conditions of vibration, heat and gasoline, a minute pinhole can develop in very rare cases that escape our detection.
2. The outer surface of tank is sprayed with a thick coating of catalyzed polyester primer. **THIS BUFF TAN COLOR MUST NOT BE SANDED THROUGH**. Underneath this tan layer is a white epoxy primer, **DO NOT** sand through this white primer as the structural matrix is just below it. Sanding through the white primer can cause leaks to occur, especially around the bottom edges of the tank.
3. When painting around the cap bezel, the color coat must terminate about 1/16" from the bezel so that the clear coat can then come up to the edge of the bezel bonding to the primer. This will allow the clear coat to seal the color coat by attaching to the fuel resistant primer coat keeping the fumes of the vent from attacking the color coat, which is very soft. If both the color and clear coat terminate at the edge of the bezel, the color coat edge can be exposed to the fumes resulting in its dissolving letting the clear coat become unattached and wrinkle because the paint edge does not like to bond to the anodizing of the bezel.
4. If your tank has a place for the pump to bolt on, IE: 999-749, GSXR, 1098, etc. DO NOT PAINT OR PRIMER THE WHITE PRIMER AREAS. This can cause the pump to not seal. These areas a precision molded within thousands of an inch and must be maintained as is, also DO NOT SCATCH these surfaces.
5. The warranty covers the repair of the tank and **not the cost of painting** should a leak occur after painting. Be sure your painter follows these instructions above after testing the tank on the bike first.
6. We are more than willing to repair a leak that might develop so long as the following procedure is done first.
7. TESTING THE TANK PRIOR TO PAINTING. Install all necessary plumbing and hardware for the mounting on the bike, then fuel it to capacity and run at least half of it through by running the engine BEFORE PAINTING the tank.
8. Field repair procedure as performed by the factory is outline below for latent pinhole migration. (Extremely rare)

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11/25/06

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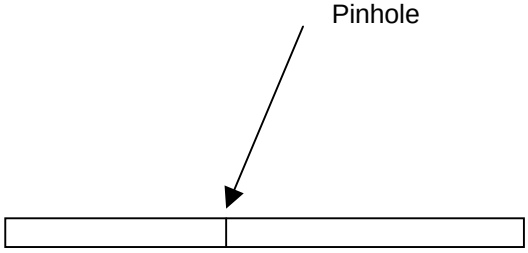

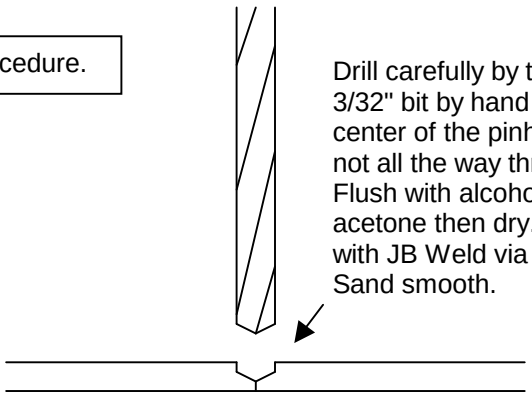

Drill carefully by twisting a 3/32" bit by hand into the center of the pinhole but not all the way through. Flush with alcohol or acetone then dry. Fill hole with JB Weld via tooth pic. Sand smooth.