

## Lifetime fuel tank by bgm PRO

Congratulations on your purchase of the polyethylene (HDPE) fuel tank made for the Lambretta. Polyethylene (HDPE) material is extremely lightweight and strong.

This tank has a 12.5-liter capacity designed for long-range touring and loads of trouble-free miles without thinking about the next fuel station and if you reach it. It is also of great interest for highly tuned, high performance engines where fuel economy is below standard. Gone too are the days of worrying over your fuel tank developing rust and corrosion. Or the regular maintenance of the tank rubber buffers and straps.

Using the correct methods, these tanks can be painted and customized just as you would with any modern plastic automotive bodywork.

Mounting is very simple and easy with the included hardware plus upper and lower dampening buffers providing a solid and secure tank.

Hardware list:

- 70 mm x 6 mm allen head bolt 2 pcs.
- Tall rubber buffer 2 pcs.
- 30 mm x 6 mm hex head bolt 2 pcs.
- Short rubber buffer 2 pcs.
- Flat washer 4 pcs.
- Lock washer 2 pcs.

### Fitting instructions:

Mounting the tank is very straightforward with only one modification. Attached to the frame is a crossbeam used to hold the lower tank buffers and tank straps. On the most common Series 3 Lambrettas, this crossbeam will have holes to secure the lower buffer in place. If you do have these holes, it is suggested that they be enlarged slightly to ease any alignment issues when mounting. Earlier and later models do not have these holes so it is necessary to drill holes through the crossbeam.

If drilling through the crossbeam is something you are not comfortable in doing, it is possible to find threaded buffers and use these to simply rest on the crossbeam. However, to be completely secure, it is recommended to mount the lower buffers as described above.

To mount the lower buffers, run the short bolts with washer and flat washer through the crossbeam and through the short buffer on the other side. You can then carefully start to thread the bolt a bit into the tank (watch for cross threading). Do the same for the other side and keep everything loose until the upper buffers have been installed.

To mount the upper buffers, run the long allen bolts and washer through the air scoop and frame holes, through the long buffer and start to thread the bolt into the tank a bit (again, watch the cross threading). You can now start to tighten all four bolts while checking horizontal and vertical alignment of the tank. If your tank needs to be higher or lower is very easy to adjust alignment by adding rubber washers or removing material from the provided buffers. At no point should the tank make contact with the frame after mounting.

### Fitting the fuel tap

The fuel tap is a clever solution that is easy to, offers increased clearance between the fuel tap and makes adjusting the angle of the fuel tap dead-easy. The two O-rings are made of FPM75 that is resistant against E10 and Ozone. The best solution available at that place.

If you fit the fuel tap to the tank do not use grease on the O-rings a fine smear of oil will do the job.

The hose clamp should be tightened with 2.5 – 3 Nm of torque. Anything more could damage the O-ring.

### Painting:

It is possible to paint these tanks. Any collision or body shop should have the experience painting modern plastic bodywork and the process required to do so successfully. If you want to paint this yourself, that process is detailed on our website. Do not be tempted to use spray paints or any other product that claims to work on plastic. They will ultimately fail and start to peel almost immediately.