

## KTM 950 SE TANK

### IMPORTANT!

#### Pre-fitting Instructions for Safari Fuel Tanks

1. Rinse tank out with a small amount of petrol and then discard the petrol. This needs to be done to remove any plastic trimmings that may be left in the tank after manufacturing.
2. Before attaching the screws and bolts to the brass inserts, insure that an anti-seize compound – grease will do – is applied to the threads. **Do not use thread retaining compounds.** If there is a risk of the screws and bolts working loose, use lock wire to secure them – mainly for endurance competition events.
3. Position the fuel line so that it runs neatly and does not protrude or kink. Position the fuel line clamps and check for leaks.

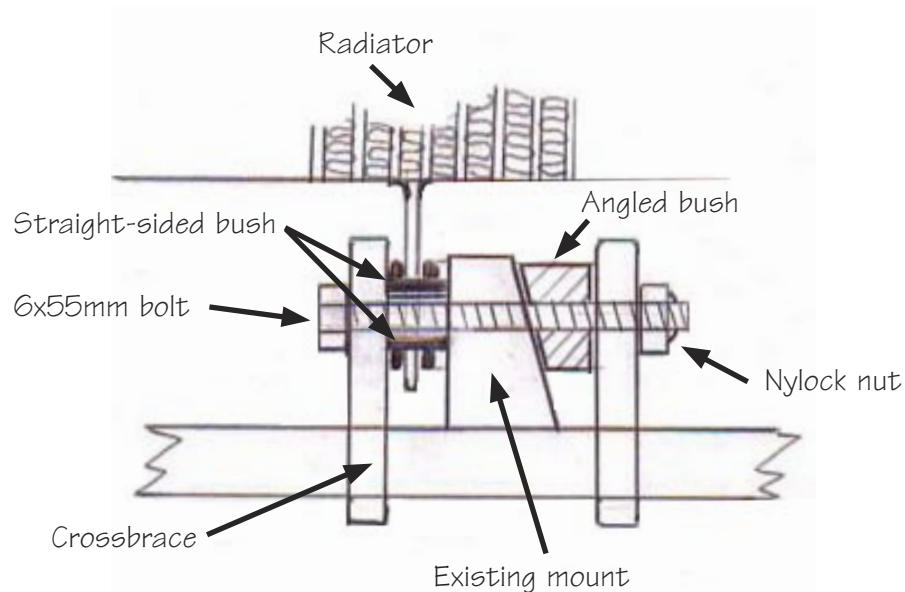
NOTE: The fitting of these tanks is an involved process. If at all uncertain have them fitted by a licenced mechanic.

#### Fitting Instructions

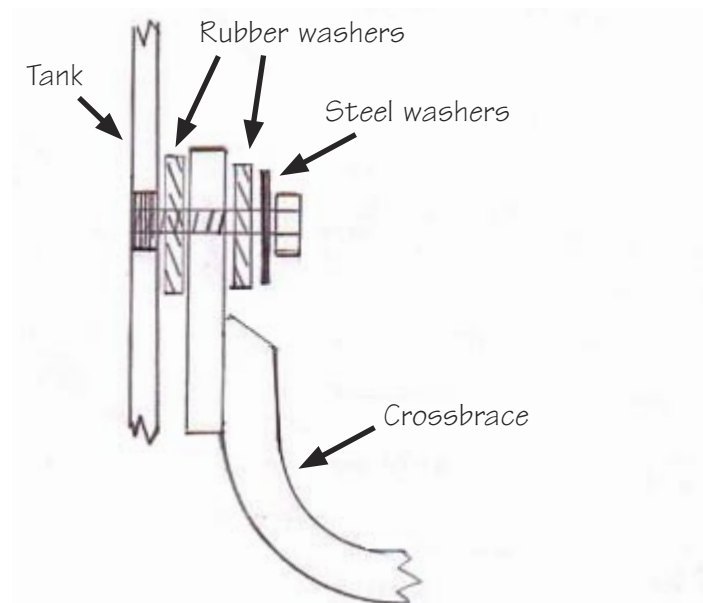
- 1) Drain the fuel from the standard fuel tank.
- 2) Remove the seat and sidecovers.
- 3) Remove the fuel hose assembly by disconnecting the hoses from the taps and the fuel pump. Note where the right hand hose runs through the support behind the radiator. Remove the heat shielding from the right hand hose so it can be reused on the new hose.
- 4) Remove the plastic panel on the left hand front of the tank, exposing the horn and fuel pump wiring, then disconnect the plugs.
- 5) Disconnect the fuel pump delivery hose by pressing the silver tab on the dry-break and separating the lines.
- 6) Remove the three fuel tank mounting bolts, noting the position of the tank mount rubbers. Remove the tank, then remove the horn, fuel taps, fuel pump and bracket. The inner tank mount rubbers may be attached to the standard tank with glue. Remove these for use later.
- 7) Remove the low level sensor from the stock tank, taking care with the white sensor wire - it's stubborn! Note the position of the O-ring and the sensor, with the #1 up and the #2 down as marked on the outside.
- 8) Fit the sensor to the new tank, then fit the fuel pump bracket and pump, making sure that the pump rubber is pushed fully home.
- 9) Fit the horn and taps, fit the three mounting rubbers on the inside of the tank, then fit the tank to the bike. Be sure that the mounting rubbers are correctly positioned. Loosely fit the tank mounting bolts.  
**CAUTION:** The radiator outlet hose clamp on the right must be well clear of the tank. Use pliers to release and turn it, ensuring maximum clearance.

## KTM 950SE CONTINUED

10) Fit the crossbrace by removing the lower radiator-oil tank support bolt, and fitting the straight-sided bush into the rubber mount as shown below. Place the crossbrace into position and, using the supplied 6 x 55mm bolt, fit the angled bush between the crossbrace and the oil tank mount, with its thick side up as shown below. Fit the supplied nylock nut, but leave it loose.



11) Use the two 20 x 6mm bolts provided to secure the crossbrace to the new tank. Be sure to have the rubber washers on both sides of the crossbrace as shown below. Avoid using thread retaining compounds, but lock wire the bolts if you feel the need.



12) Tighten all three tank mounting bolts and the crossbrace bolt, and then the nylock nut.

13) Fit the heat shielding to the supplied right hand fuel line, then refit the fuel lines using the original routes. TAKE CARE to place the hose through its support brackets and be ABSOLUTELY SURE that it cannot contact the exhaust header!

14) Reconnect the wiring to the horn and fuel pump, cable-tying where appropriate, then reconnect the fuel pump to the fuel hose assembly and reconnect dry-break fuel connection.

15) Check that all the fittings and hoses are secure, then put a small amount of fuel in the tank and CHECK THE ENTIRE SYSTEM FOR LEAKS! Start the bike then check it all again!