



S-P-01F100-JA  
Instructions – Transfer Kit

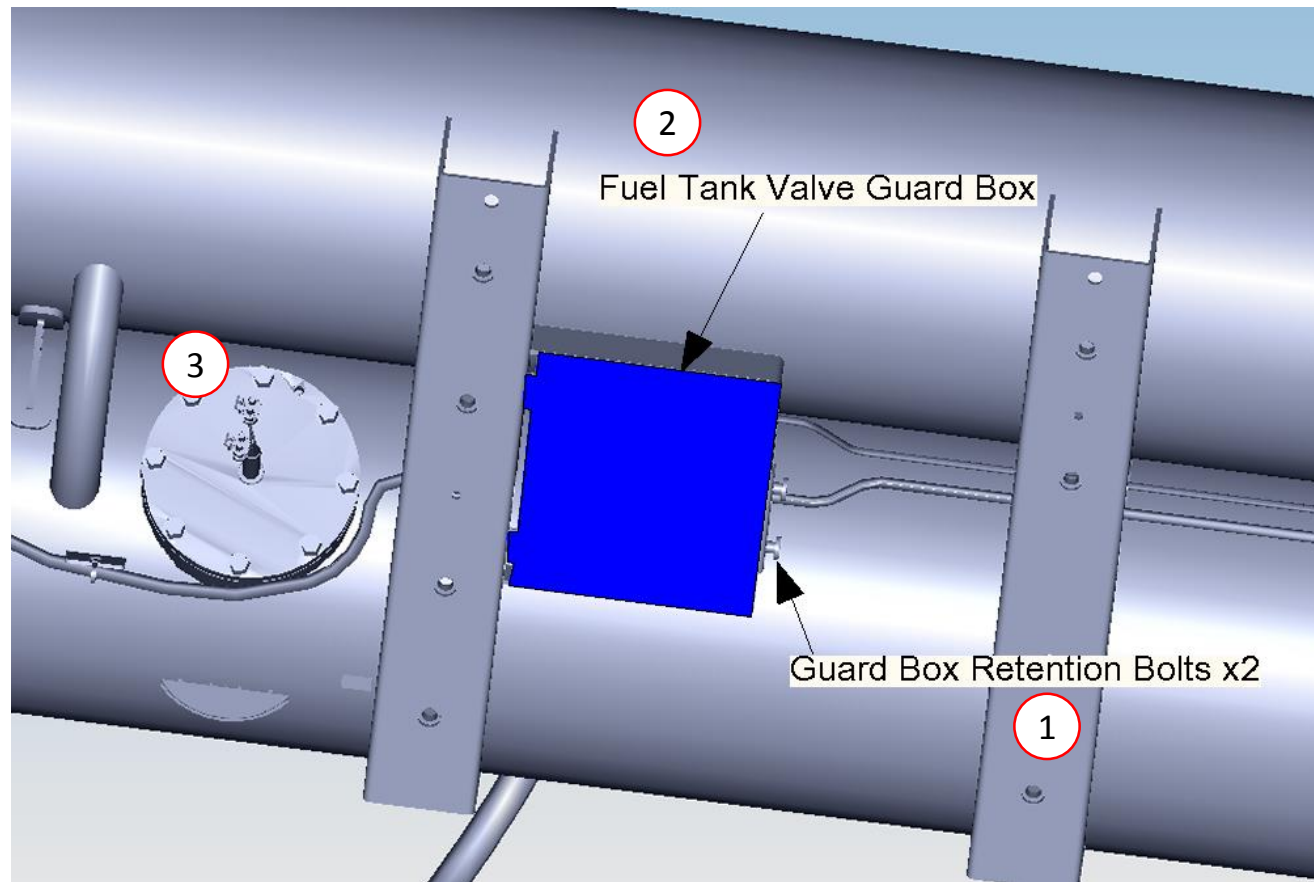
Revision History		
-JA	Initial Release	8/5/2015

## Kit Contents

- 1x Fuel fill line 90° Fitting x straight fitting 25ft long (P-10D121-C-7620)
- 1x Vehicle tank adapter 3/8 male jiffy tite x -8 female flare thread (S-P-01K105-A)
- 1x Vehicle tank adapter 3/8 male jiffy tite x -8 female flare thread (S-P-01K106-A)
- 1x Wiring Adapter – Solenoid and Pump Power (S-P-01K103-AA)
- 1x Tank Fill Adapter ½” SAE flare x 1 ¾” Female ACME (S-P-01K102-AA)

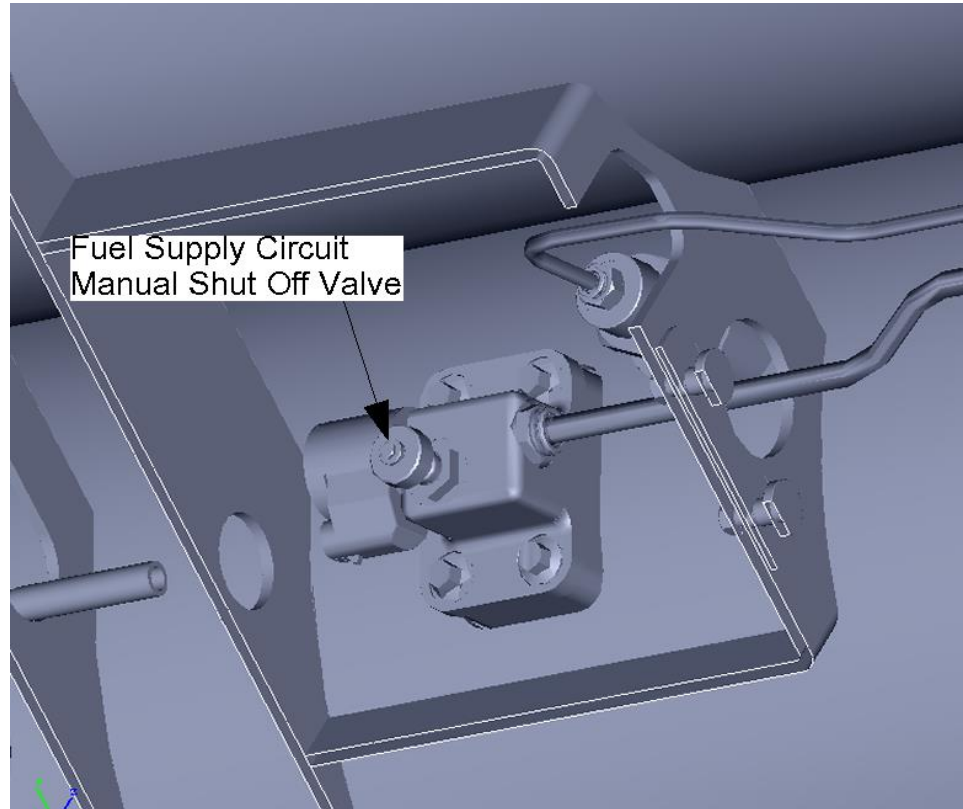
## Removing Fuel Tank Valve Guard Box

1. Unthread and remove Guard Box Retention bolts.
2. Remove Fuel Tank Valve Guard Box
3. Disconnect in tank harness from tank harness to disable fuel pumps



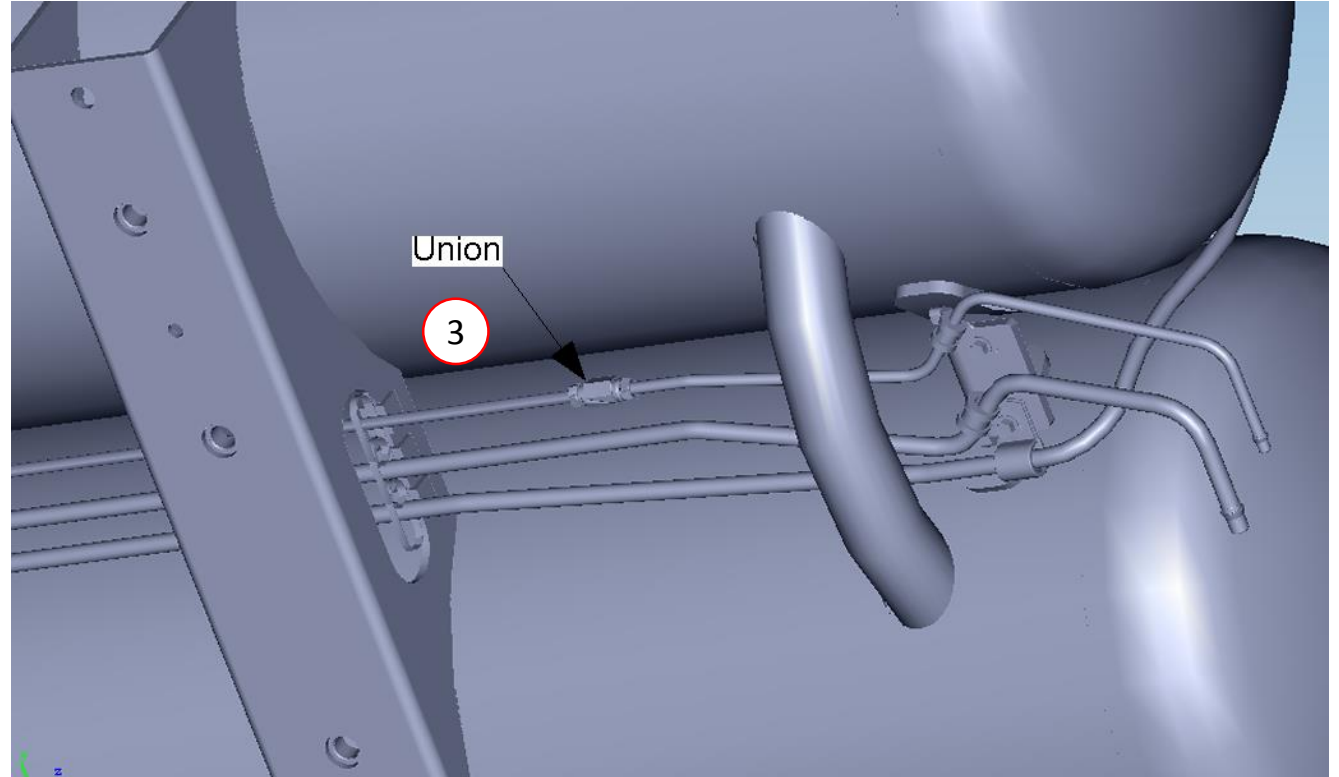
## Shut off Manual Shut off Solenoid

1. Turn Fuel Supply Circuit Manual Shut Off valve clockwise until hand tight to close the manual shut off feature.



## Flushing system of Propane

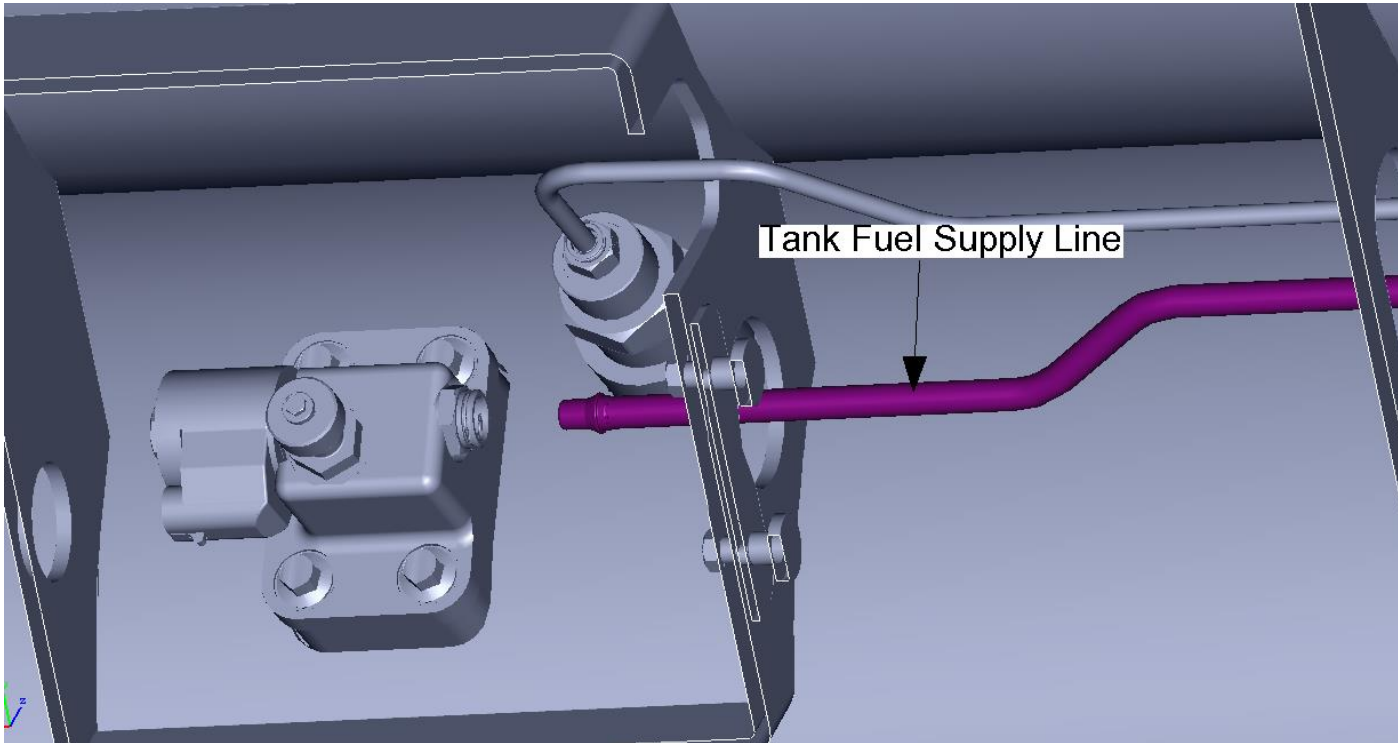
1. Start the vehicle and let it run until stall. This will remove the majority of liquid propane from the system. (Delay period during this start will be extended due to low pressure)
2. Crack open the union in the Tank Fuel Return Line (Located towards the front of the tank) this will relief the line of propane vapor. (Union on Non Blue Bird systems are beside the transmission)
3. Cycle the key multiple times until you cannot hear the fuel vapor escaping from the union.
4. Verify FRP with scan tool to be below 15 PSI before opening system
5. Once propane vapor is vented from the system tighten union to 20N.m



## Disconnecting the Fuel Supply Line from the tank Solenoid

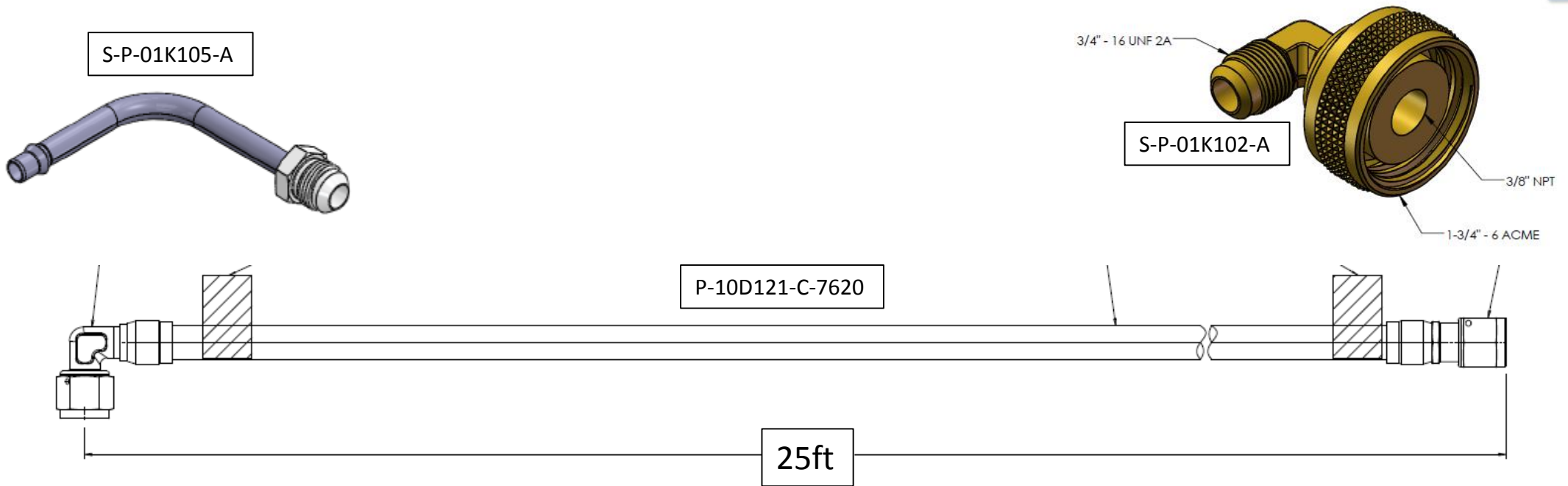
1. Using an approved jiffy tite removal tool, remove the Fuel tank fuel supply line from the fuel supply circuit

*Note: it maybe necessary to remove fuel line retention hardware to remove supply line*



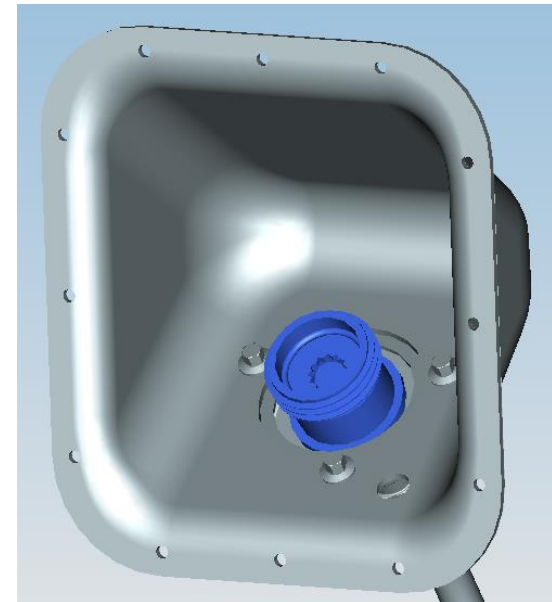
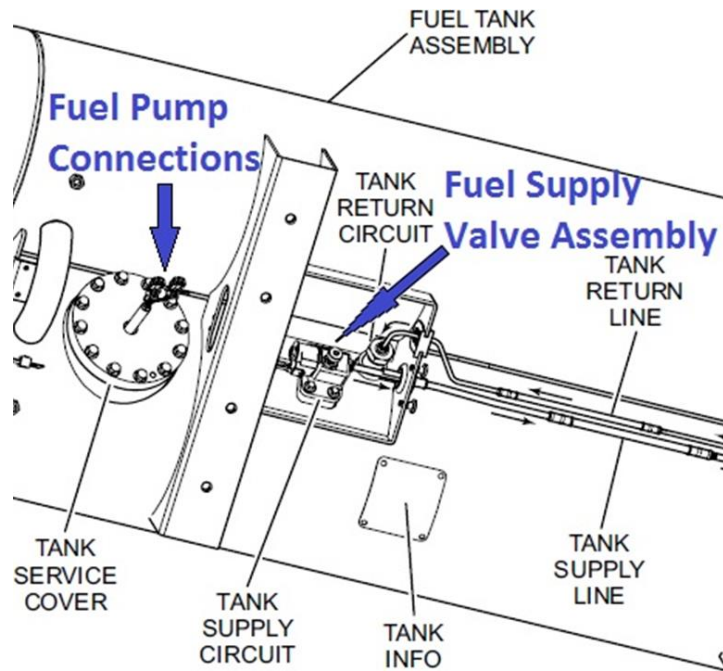
## Assembling the Transfer hose

1. Thread the male flare fitting of S-P-01K105-A (Or S-P-01K106-A depending on what the valve guard box allows) into the 90° flare fitting on P-10D121-C-7620  
(Ensure Orientation allows the male jiffy tite to assemble into the Fuel supply circuit. Torque to 53-61 N.m)
2. Thread the male flare fitting of S-P-01K103-A into the female flare fitting on P-10D121-C-7620  
(Ensure Orientation allows ACME fill valve to thread onto the secondary vehicle's fill valve) Torque to 41-49N.m)



## Setting up the vehicle for transferring fuel

1. Connect the assembled transfer line male jiffy tite into the Fuel Supply Valve Assembly
2. Thread the ACME fill Adapter until hand tight onto the Remote fill valve of the vehicle that will receive fuel
3. Plug in S-P-01K103 to Fuel pump connections and fuel supply valve solenoid
4. Connect Red terminal to battery positive and the black terminal to battery negative





## Transferring Fuel

1. Turn on S-P-01K103-A with the rocker switch
2. Slowly open Manual shut off valve to prevent excess flow valve from activating
3. Turn off S-P-01K103-A once the pumps run dry (The “whirring” sound will change tone)
4. Crack the ACME fill adapter from the remote fill valve to relief pressure in the transfer line
5. Using an approved jiffy tite tool, remove the transfer line from the Fuel Supply Circuit
6. Install Fuel Supply line to the fuel supply circuit

*Note: The tank is not actually empty, approximately 2 -4 gallons of fuel will be left in the tank, do not remove tank appurtenances until the remaining fuel has been drained through the bleeder valve. Verify the tank is empty with a pressure gauge connected to the bleeder valve.*

*Once repairs are complete; pressurize system and snoop for leaks.*

