

**MOUNTING INSTRUCTIONS FOR STANDARD PRODUCTS**  
 Failure to comply with the rules listed below can lead to incorrect assembly and, consequently, to the damage of the tank or one of its connected parts.

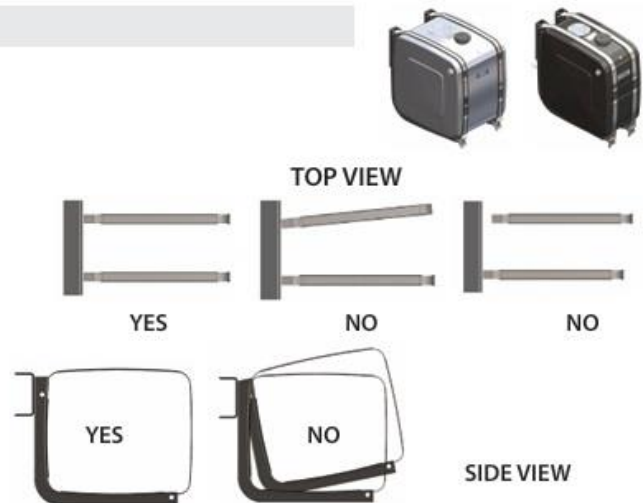
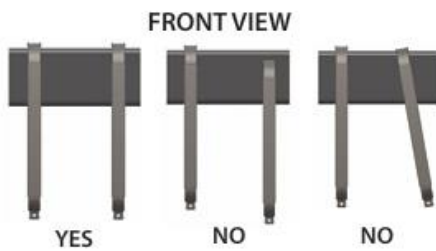


## MOUNTING CARE FOR OIL TANKS

In order to ensure a correct installation and avoid an early breakage of the elastic straps and also other possible functional problems, it is absolutely necessary that the supports are perfectly aligned with each other both vertically and longitudinally. Where the chassis of the vehicle (or any other possible support surface...) did not allow this, GEJE has designed a series of shim kits that allow the fitting to return to optimal conditions.

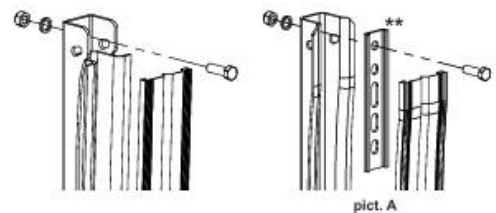
### Side tanks

#### MOUNTING POSITIONS



#### MOUNTING OF REAR SUPPORTS

Mount the rear supports to the vehicle frame, using at least 3 TE M14/M16 class 10.9 screws for each one, fixed with flat washers and M14/M16 class 10.9 self-locking nuts, with coupling torque equal to 120/180 Nm. **If necessary to drill an additional hole according to one of the optional positions available on the bracket itself. This operation has to be mandatorily approved by the truck's manufacturer. OMFB decline any responsibilities for damage to the chassis arising from this operation.**



**In case the reinforcement plate \*\* is present, it must be installed as indicated in the picture A.**

#### CONNECTIONS TO THE TANK

The suction and return lines must be connected to the tank by means of flexible pipes suitable for this purpose. They shall be adequately supported at a distance of about 50 cm in order to avoid overloading of the connection sleeves welded on the tank. OMFB has provided for this purpose specific kit ref. 13590100273. The length of the pipes must be calculated in order to guarantee a correct flow of the oil inside and to avoid to add further stresses to the tank.



**13590100273**  
 L=300 Bracket pipe kit plus extra longer bracket

**YES** ✓ **NO** ✗



# MI Tank

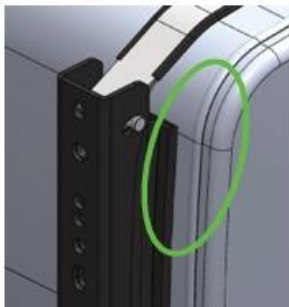
## INSTALLATION OF FIXATION BRACKETS

- Position the tank on rear supports and the rubber straps on the tank.
- Block metal straps on upper and lower side of the support with the fixing.
- Check the stability of the installed oil tank.

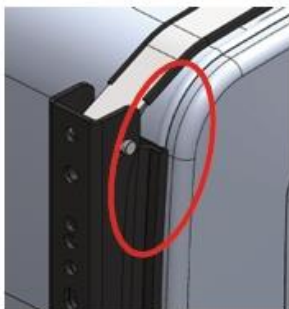
### Tightening torque:

- M12 - 30Nm

YES



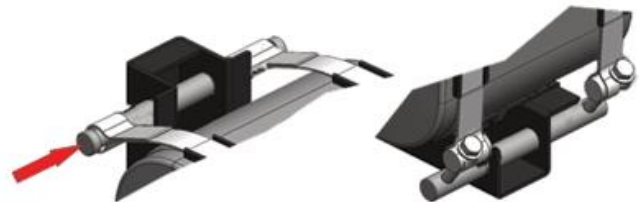
NO



## STANDARD



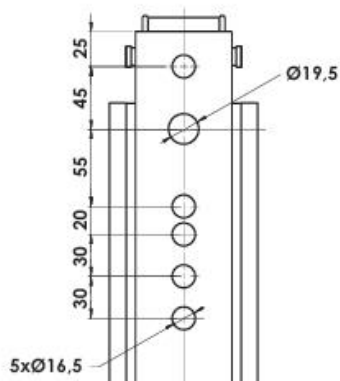
## MONO TYPE



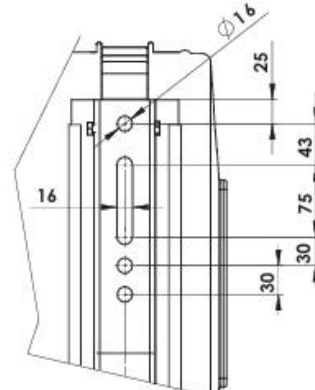
### WARNING:

during the assembly of the supports, straps and their gaskets, pay particular attention to the fact that they do not overlap with the **welds or the reinforcement embossed around the suction sleeve**. This would involve a non flatness between the tank and the brackets with a consequent risk of breakage.

## MOUNTING KIT HOLES PATTERN



- Side tanks:
- type Jolly P
  - type Jolly L
  - type Jolly L LNG
  - type Diamond
  - type Q
  - type Kombi Q
  - type M'FLOOR
  - type Asso
  - type SLT
  - type Scaletta
  - type Kombi I
  - type Jolly I



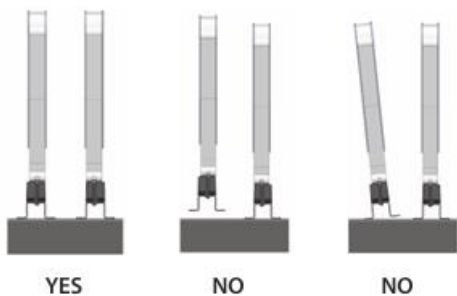
- Side tanks:
- type MONO

## Rear cabin tanks

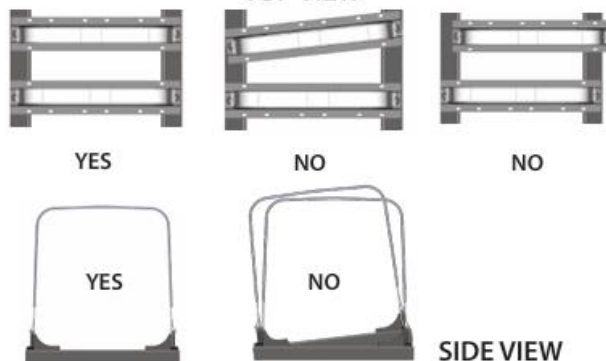
### MOUNTING POSITIONS



#### FRONT VIEW



#### TOP VIEW



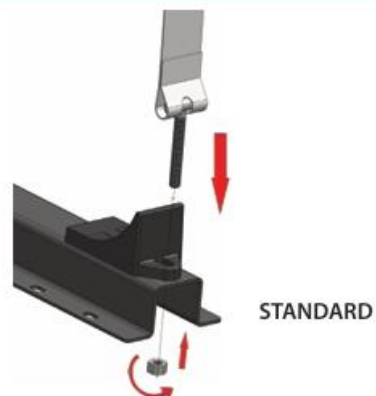
#### SIDE VIEW



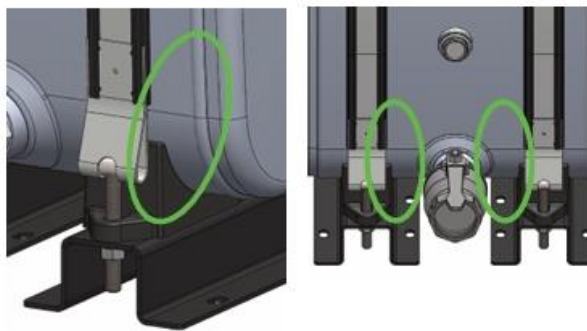
### INSTALLATION OF FIXATION BRACKETS

- Position the tank on rear supports and the rubber straps on the tank.
- Block metal straps with the fixing.
- Check the stability of the installed oil tank.

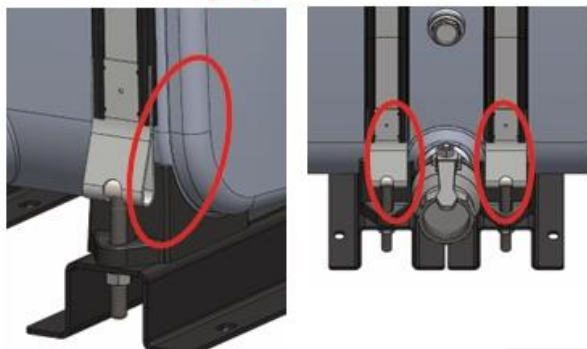
Tightening torque:  
- M12 - 30Nm



YES

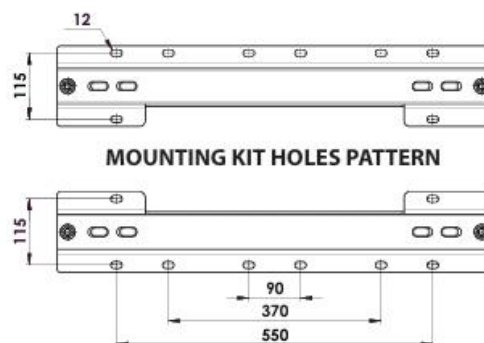


NO



#### WARNING:

during the assembly of the supports, straps and their gaskets, pay particular attention to the fact that they do not overlap with **the welds or the reinforcement embossed around the suction sleeve**. This would involve a non flatness between the tank and the brackets with a consequent risk of breakage.





## MI Tank



In case of mounting of tanks with welded brackets, make sure that tanks are placed horizontally having the brackets parallel to each other.

It's highly recommended the fitting of vibration dampers suitable to limit the stresses transmitted from the frame to the tank during field use.



### TIGHTENING TORQUE



### SAFETY RULES

- Absolutely respect the prescribed use for each type of tank (e.g. an oil tank cannot be used to contain diesel fuel).
- The standard oil tanks are designed and built for normal use on trucks. OMFB is not liable for improper use of the same.
- The standard oil tanks are designed to work with a max working pressure of 0.1 bar. Any depression and / or overpressure must be compensated with suitable devices such as relief valves.
- Never expose the tank or any of its components to direct contact with heat sources.
- Do not modify in any way the mechanical characteristics of the tank or of the fixing brackets.
- Do not use aggressive chemical additives that can affect the integrity of the tank.

### MAINTENANCE AND CHECKS

Periodically perform the operations listed below:

- Check and if necessary retighten all the screws fixing the straps to the tank and the tank to the frame (approximately 2000 km).
- Check the breather cap on the tank. If clogged, clean or replace it.
- Check and if necessary replace the internal tank filter.