



Fuel Tank Fill System – Non or Slow Filling

Bulletin Type:	SRP
Bulletin #(s):	19-021
Job Code(s):	**
Flat Rate(s):	**
<i>** If affected unit has warranty remaining, submit your claim following the normal process.</i>	

Publication Date:	January 2021
Make(s):	Jayco Towable
Model(s):	Seismic FW Talon FW
Model Year(s):	2017-2019

Incident:	Fuel Tank system is slow filling or not able to be filled.
Affected Units:	Certain Jayco towable Seismic or Talon FW units that are built with the fuel tank fill system.
Parts List:	<u>Part A</u> - All parts obtained from a local supplier or service stock. See itemized parts list on page 2 of instructions. <u>Part B</u> - Ball Check Valve is Jayco part # 0322725. Only replace if ball check valve is a Reject. See page 7 of instructions.
Misc. Tools & Supplies:	Cordless Drill/Driver 3/8" socket Torque Wrench

INSTRUCTIONS – PART A & B

PART A

Problem:

Some fuel tank fill systems of sport utility fifth wheel trailers with 10-inch I-beams have experienced slow filling or not being able to be filled due to inadequate slope of the fill hose from the fill neck outlet to the tank inlet.

This may be used on models with 12-inch I-beams to obtain additional slope of the fill hose from the fill neck outlet to the tank inlet.

Remedy:

Increase the slope of the fill hose(s) from the fill neck outlet to the tank inlet by lowering the fuel tanks.

Itemized Parts List:

- (1) 1 X 2 X 27.5" Steel Tube;
 - For spacing across top of fuel generator tank
- (1) 1 X 2 X 25" Steel Tube;
 - For spacing across top of fuel station tank
- (13) 1-3/16" spacers
 - Use (12) between bottom of frame cross member & fuel tank braces across bottom of fuel tanks
 - Use (1) between tank bonding tab & trailer frame cross member
- (12) 3/8 – 16 X 2-1/2" gr. 5 Hex Cap Bolts
 - Replaces all existing 1-1/2 bolts
- (24) 3/8 Flat Washers
- (24) 3/8 Lock Washers
- (2) 1/4" X 2" Washer head Hex Cap TEK Screw
 - Replaces existing tank bonding screw @ each tank
- (2) 1/4" Flat Washers
 - For under screw head of tank bonding screw @ each tank

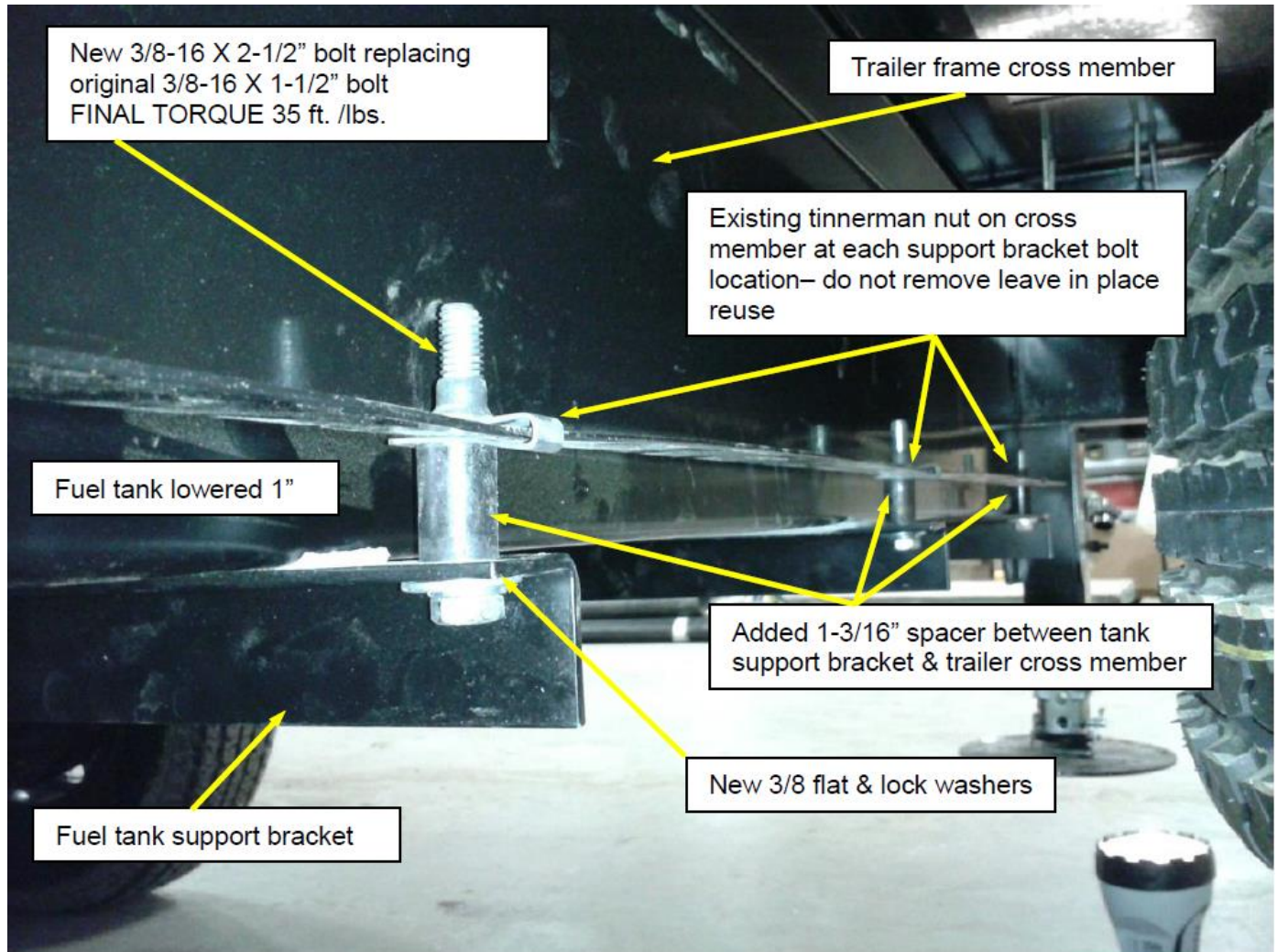
Instructions:

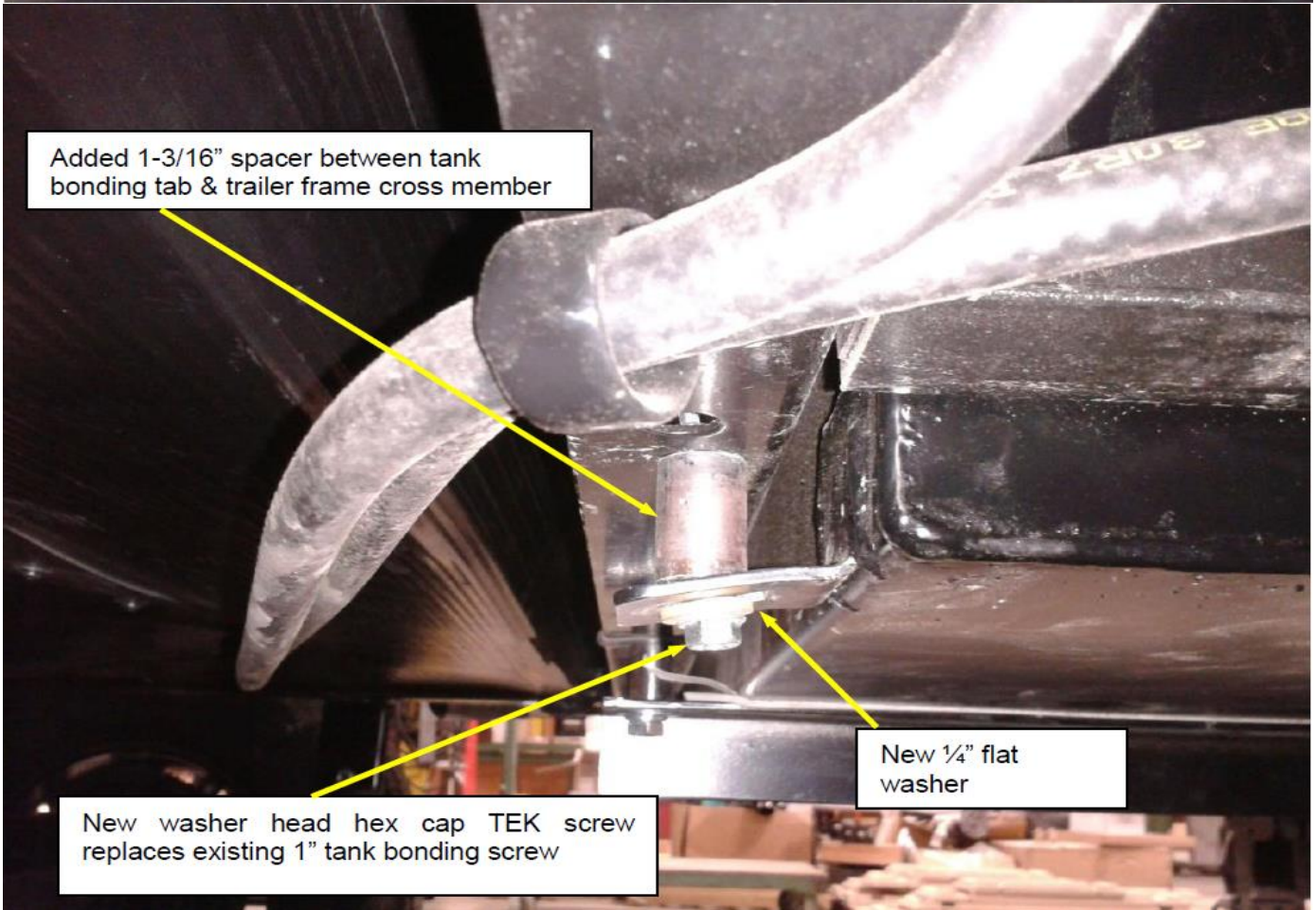
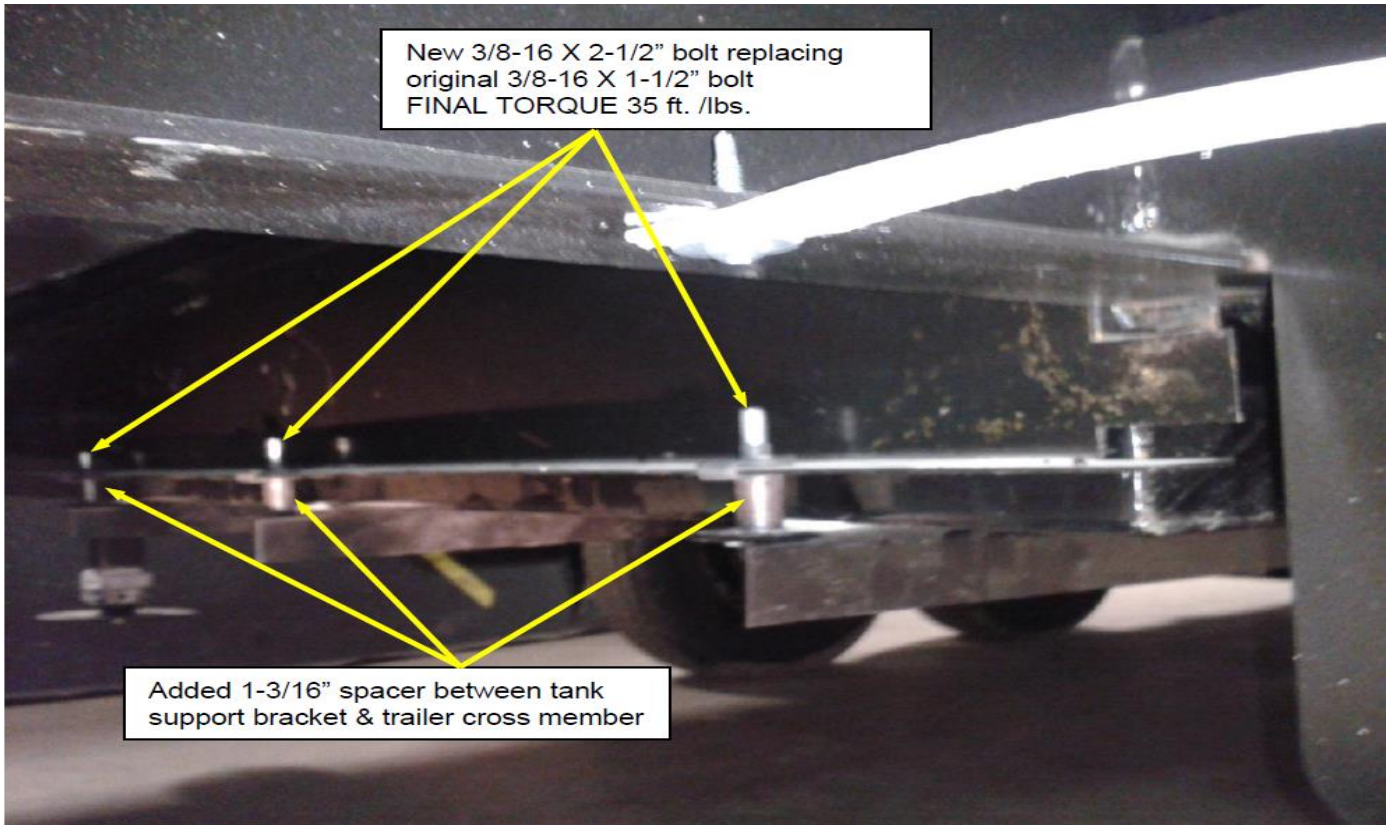
NOTE: The fuel tanks may be lowered WITHOUT complete removal and reinstallation of either tank.

1. Begin with the **Front tank**.
 - a. Remove the 1/4" X 1" washer head hex cap TEK screw at the tank-bonding tab.
 - b. Loosen each of the bolts at the tank support brackets across the bottom of the tank – DO NOT REMOVE the bolts.
 - i. This will allow the tank to lower resting on the support brackets.
 - c. ONE BY ONE remove each bolt at the tank support brackets across the bottom of the tank place a spacer between the frame cross member and the tank support bracket.
 - i. Using the new 2-1/2" bolt, flat washer and lock washer insert through the bracket and spacer into the tinnerman nut on the cross member.
 1. Do not fully tighten the new bolt.
 2. Run the bolt only far enough for about (2-3) threads past the end of the tinnerman nut on the cross member.
 - ii. Repeat for each end of each bracket until all bolts, flat washers, and lock washers have been replaced.
 1. The tank should be lower by more than one (1) inch.
 - d. Reach across the top of the tanks place the 1 X 2 X 27.5" steel tube (laid flat) on the top of the tank.
 - i. Ensure the tube is on the tank top and under two of the three steel straps of the trailer frame.
 - ii. Work the tube to be positioned cross -way to get part of the tube under the flange of the trailer cross members at both sides of the tank.
 - iii. Keep clear of wires and the sending unit on top of the tank.
 - e. With the tube in place at the top of the tank and all new bolts, washers, and bottom spacers in place tighten all bolts at the bottom brackets.
 - i. Final torque 35 ft. /lbs.
2. **Back tank**
 - a. Repeat the steps followed in 1.a-c for the front tank.
 - b. Use the 1 X 2 X 25" steel tube (laid flat) on the top of the tank. See step d. i.-iii for the front tank.

- c. With the tube in place at the top of the tank and all new bolts, washers, and bottom spacers in place tighten all bolts at the bottom brackets.
 - i. Final torque 35 ft. /lbs.
- 3. The slope of the fuel fill hoses should now be at least 1 to 1-1/4-inch lower at the tank inlet than at the fill neck outlet. This will allow filling at full nozzle delivery pressure.

Note: the fill nozzle may not necessarily be fully inserted with the spring on the nozzle contacting trailer's fill opening.





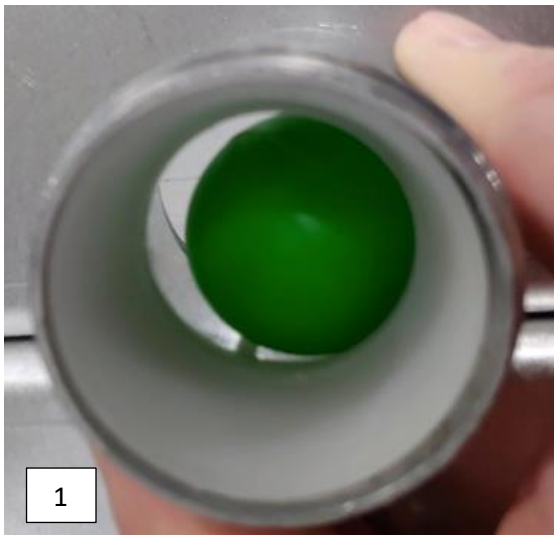
PART B

Two Issues:

1. Ball check valve retainer is deformed, restricting the ball valve. Replace ball check valve.
2. Ball check valve assembly is incorrectly located in the fill neck. Reset ball check valve in correct location.

The check ball may have slid into the fill neck, allowing the fingers of the ball check valve to compress and push into the tank opening.

The first 2 photos depict what you would see on a normal tank from inside the tank and also the front of the tank. This is what is considered a good/normal install which will allow fuel to flow with no issues. The check ball should move freely with the confines of the three prongs.



Photos 3-5 show the ball check valve fingers have become compressed and pushed or inserted into the tank opening which is restricting the ball movement and causing the slow fill. The photos depict the worst case scenario, showing the maximum amount the ball valve can be pushed into the tank.

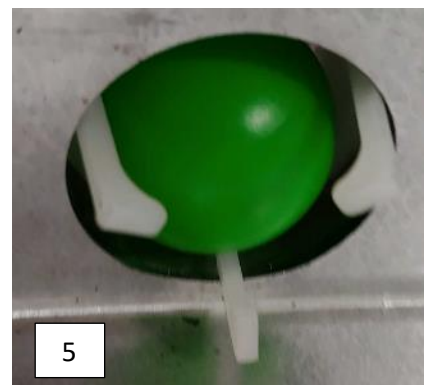
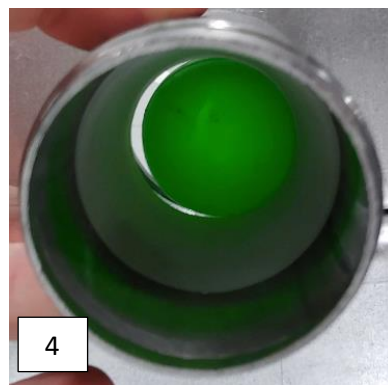
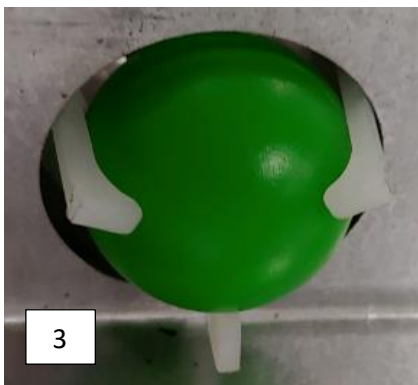
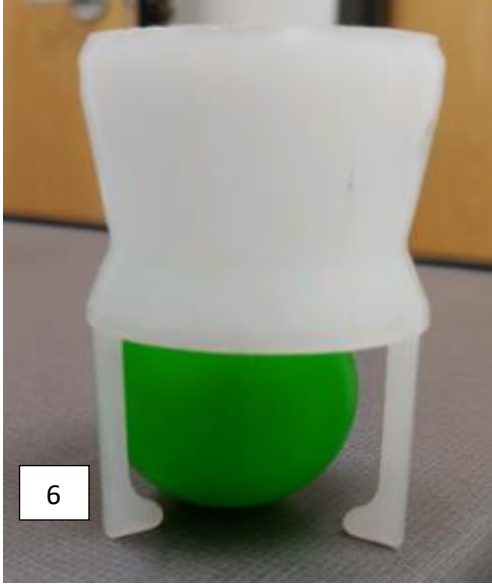
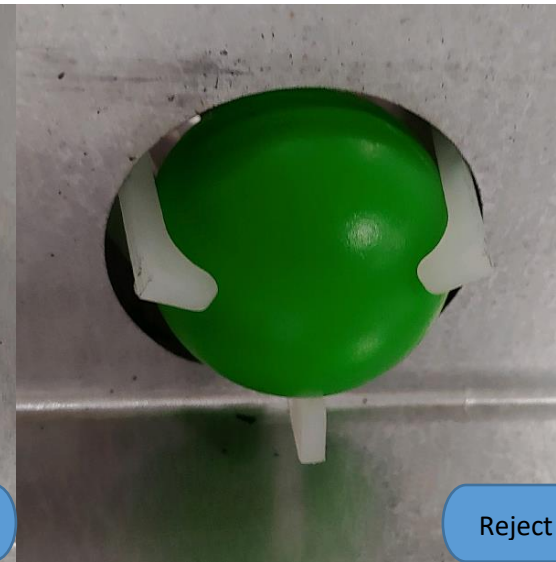


Photo 6-7 are of the ball check valve assembly. Jayco part # 0322725.



The ball should move freely with the confines of the three prongs.



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