

Full Capacity ... And Then Some

Classic Performance Products' Tri-Five 29-gallon fuel tank install

By Rob Fortier | Photography by The Author

Regardless of what the going rate is for fuel on any given day, 15 gallons will only get you so far before you gotta pull over and fill 'er up. Now, obviously the particular means of motivation you've got under the hood, not to mention the size/weight of vehicle being motivated, play a big part in that consumption window—but bottom line is, the bigger the tank, the longer the haul!

So now you're thinking a 20-gallon fuel tank is the way to go? Well, if you happen to own and subsequently drive a '55-'57 Chevy, how's a whopping 29 gallons sound? Yep, Classic Performance Products went to the extreme lengths—and depths—to develop and produce the largest-capacity Tri-Five fuel tank on the market ... for both carbureted and EFI applications, no less.

The fabricated aluminum tank, designed to install in the "absence" of the factory spare tire well, for obvious reasons, bolts in beneath the trunk floor (passenger car models) with the addition of a forward-mount crossmember and minor filler tube modification. Included with the tank is the appropriate sending unit (varies upon gauge application)

and in-tank fuel pump (different models available depending on fuel injection application). Additionally, CPP offers a complete fuel supply kit—filter with deadhead-type return, high-pressure hose, and AN fittings—which, for the

price, can't be beat.

The install was a natural for the '55 Revive project, and we've documented the process here to illustrate the simple steps it takes to make your Tri-Five a "loooong-distance" hauler!

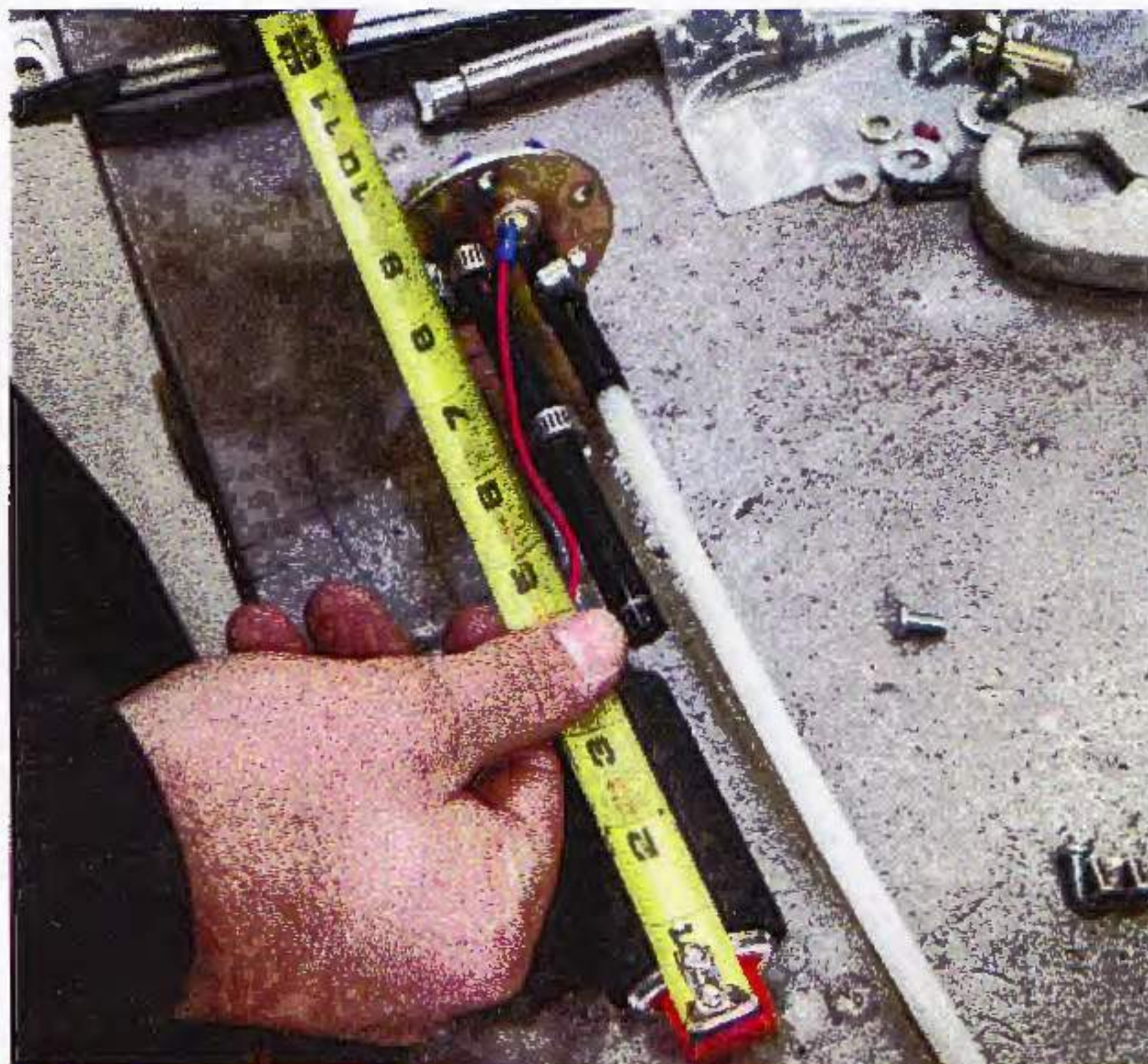


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• Classic Performance Products
(800) 760-8536
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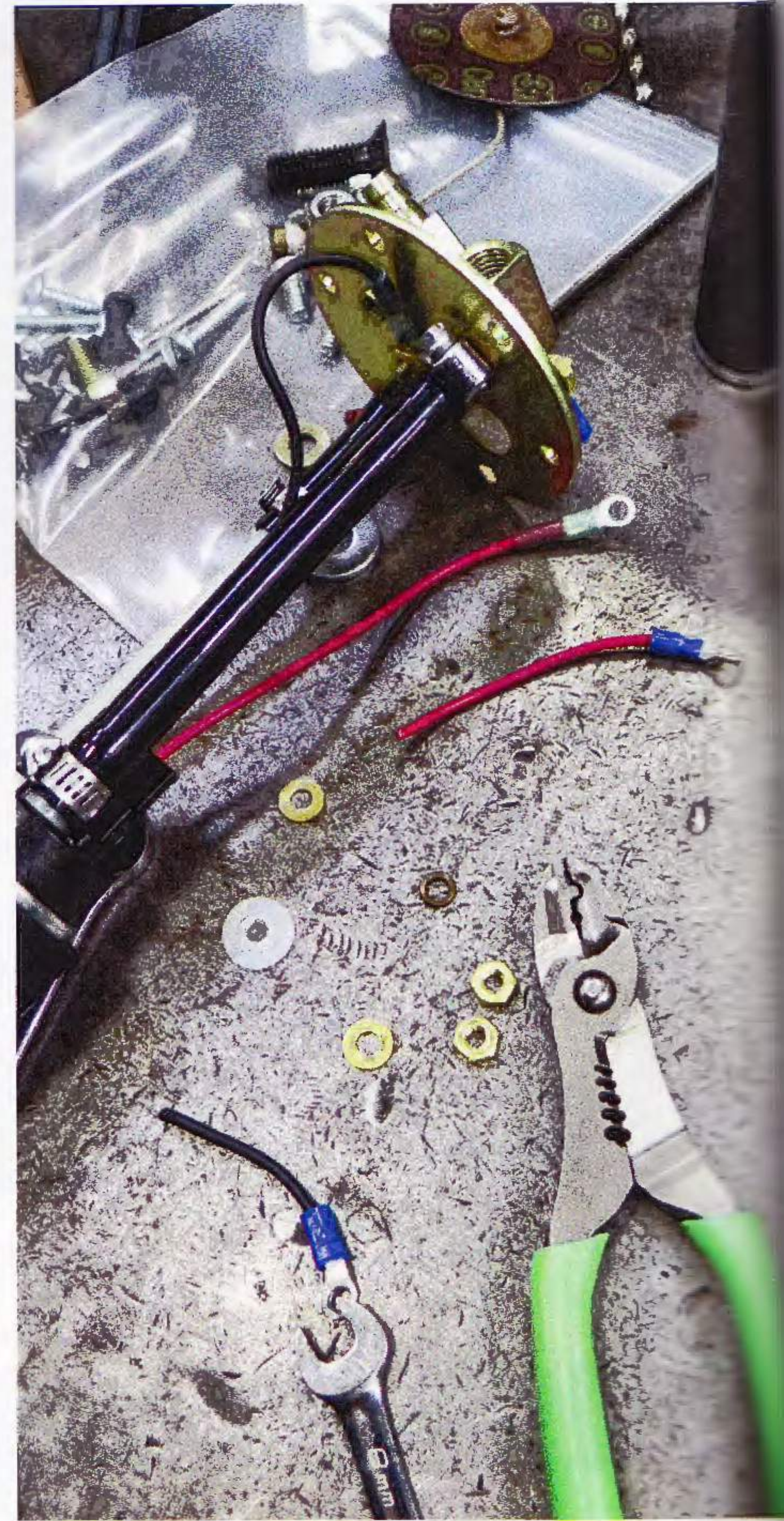


1 Here's what we'll be replacing: the stock '55 Chevy 12-gallon two-piece pinch-welded gas tank—with an over double the capacity fabricated-aluminum tank from Classic Performance Products. (Granted, at this stage we already got rid of that real-estate-robbing spare tirewell to the left.)



2 Side-by-side with an OE replacement shows the drastic capacity gains Project '55 Revive will be benefiting from.

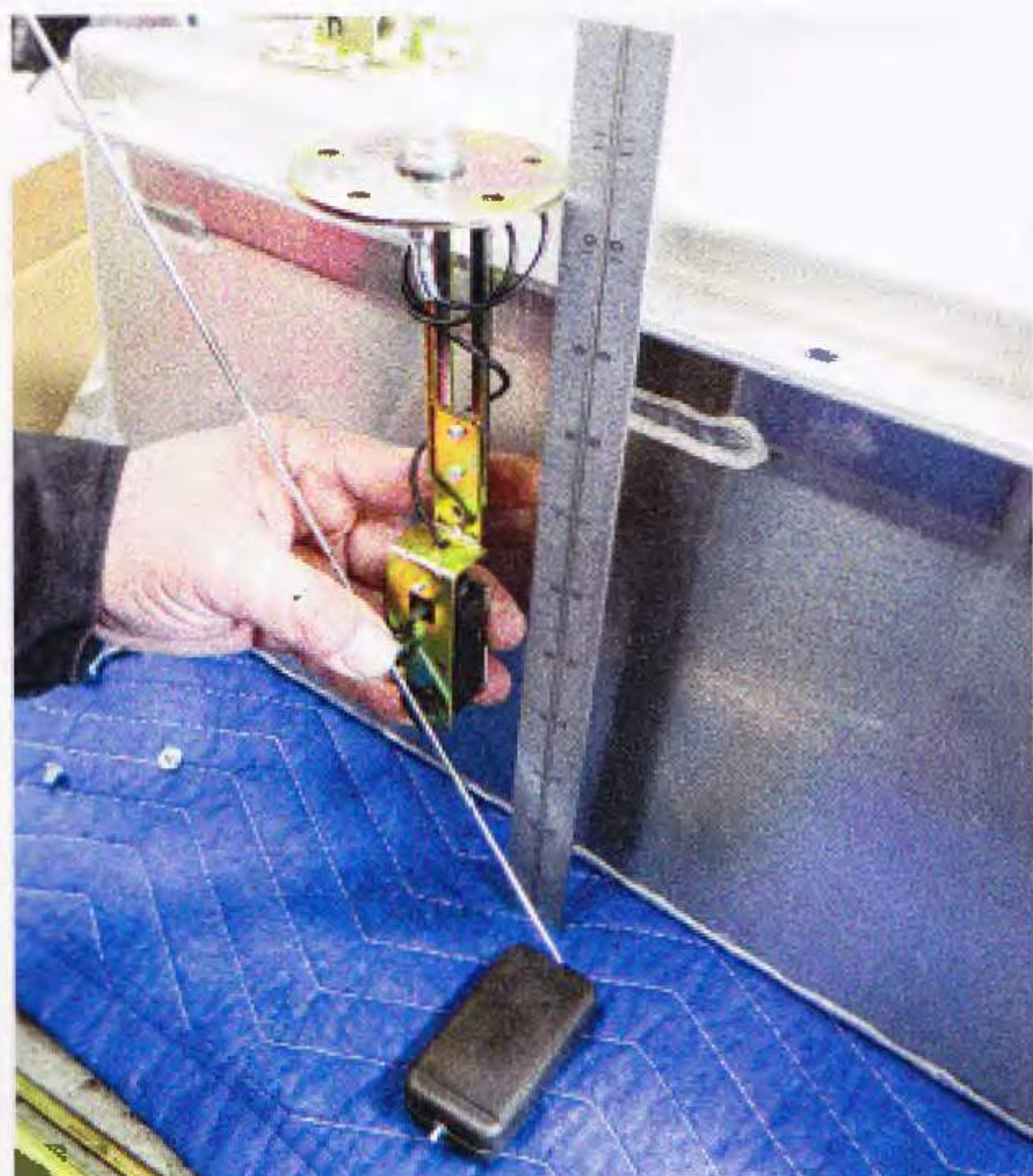
3-4 Before the tank gets installed or even mocked up, both the sending unit and EFI pump must be "sized" to fit. (Left) Instructions for setting the depth are provided, but basically, you cut the pick up and return lines based off the tank's depth (top to bottom at mounting point). The wiring will need to be shortened as well (right).



5 Carefully set the pump into the tank to determine the angle of the feed/return line ports as it pertains to your chassis plumbing configuration.



6 Then the in-tank filter screen is installed—but must be clocked accordingly (based on your previous in-tank test), as once it's on, it's on ... the serrated retaining clips make re-positioning quite difficult.



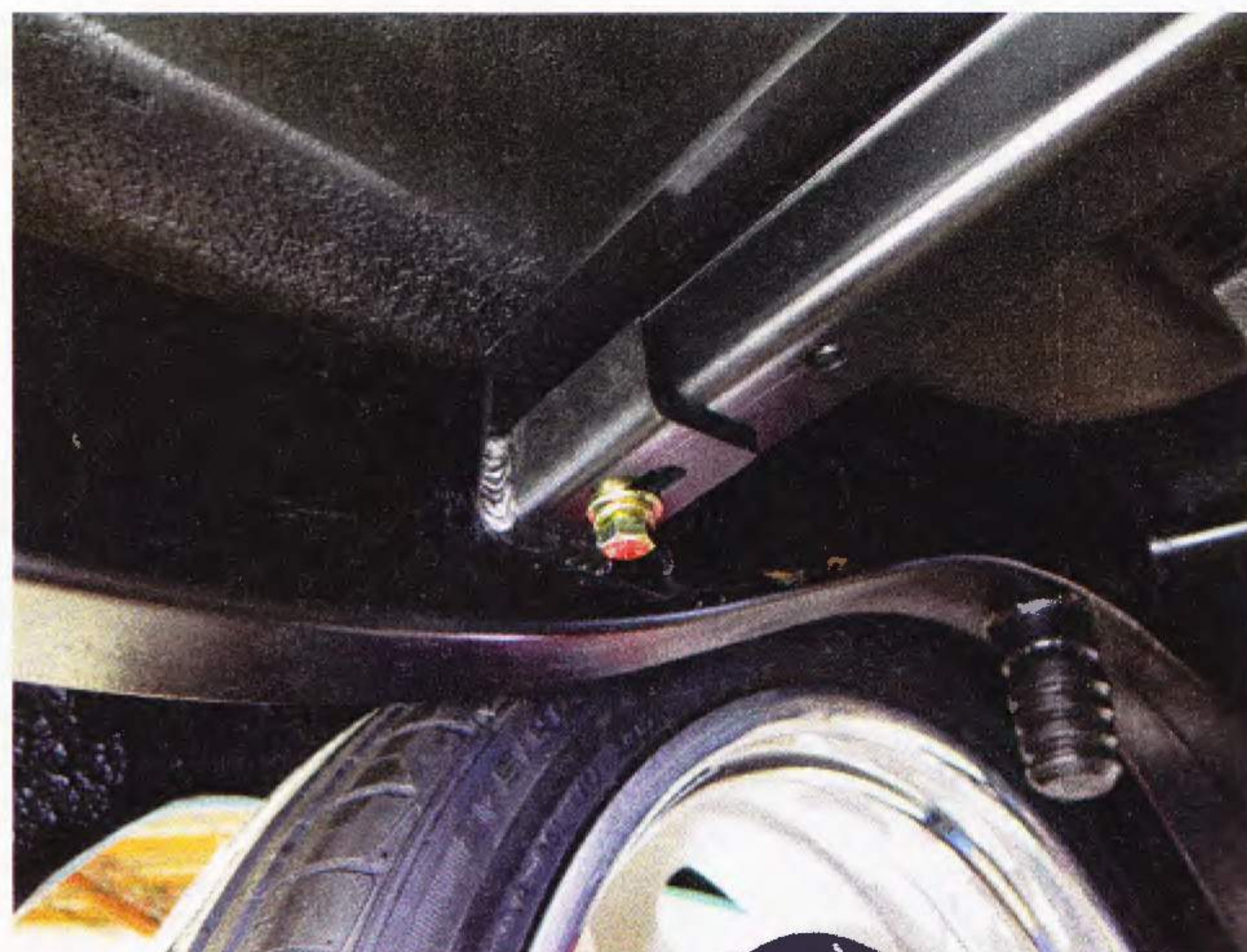
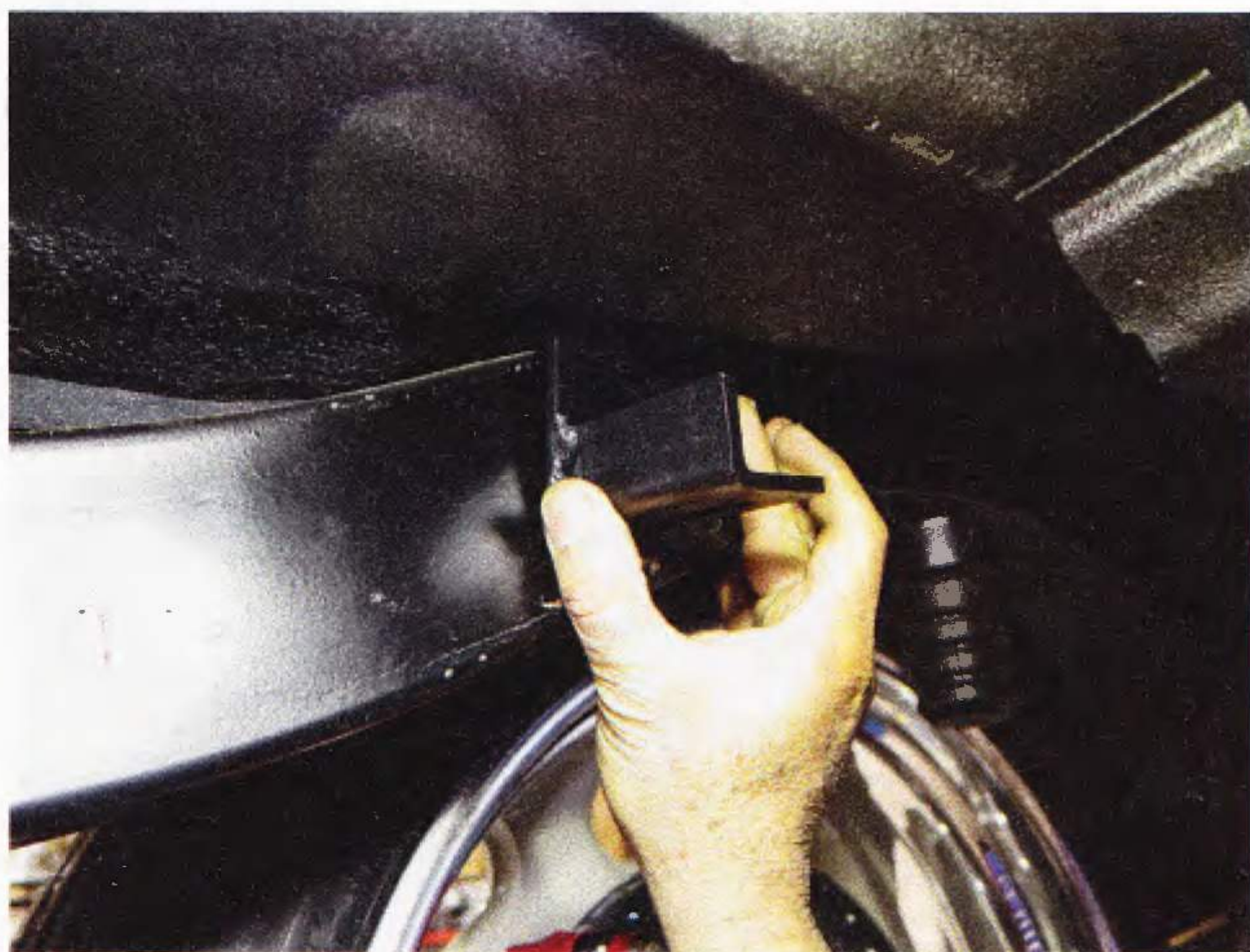
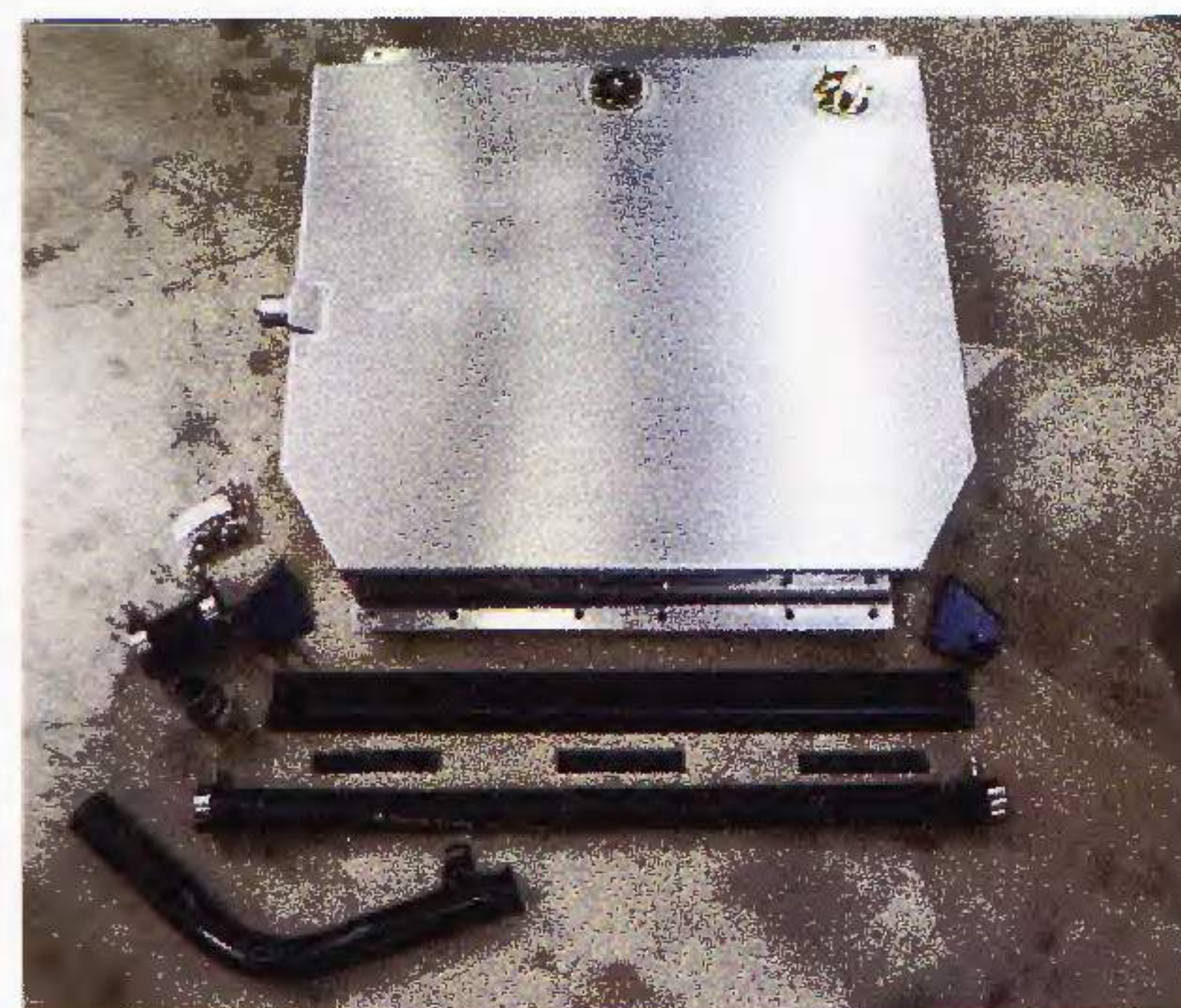
7-8 Now, the fuel gauge sending unit needs to be set up—both the length (depth) of the unit and the throw of the float level arm. The float must travel adequately (unobstructed) to correctly read Full/Empty.





9 With the pump and sending unit successfully modified, both are installed with the supplied gaskets.

10 The tank, shown with its included bracketry, hardware, and filler neck modification components, is now ready for initial mockup.



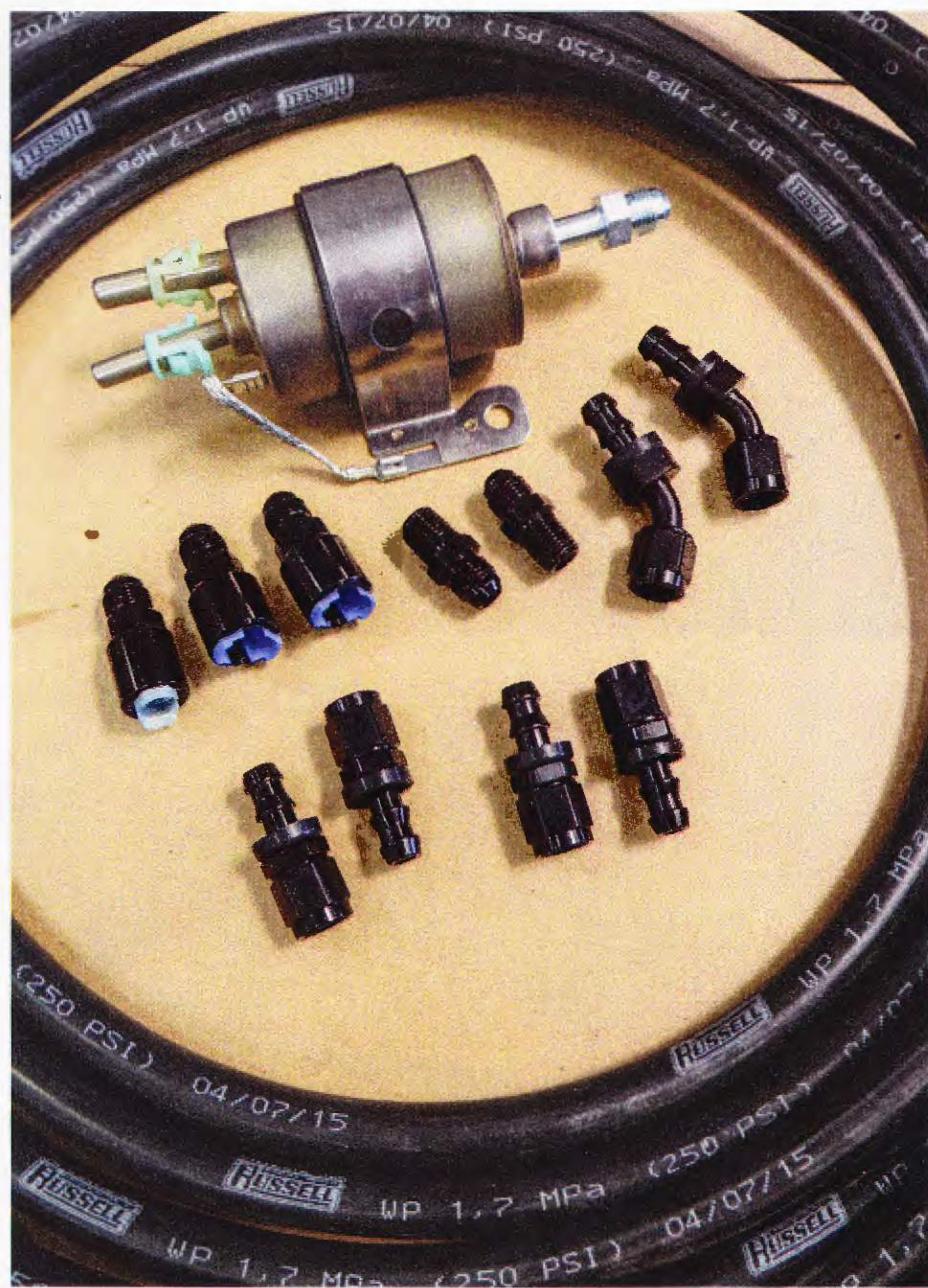
11-12 The forward crossmember features bolt-on framerail brackets, which can also be welded (which we will ultimately do), that are adjustable to accommodate both styles of '55-'57 Chevy 'rails—one piece (*shown*) or the welded two piece.



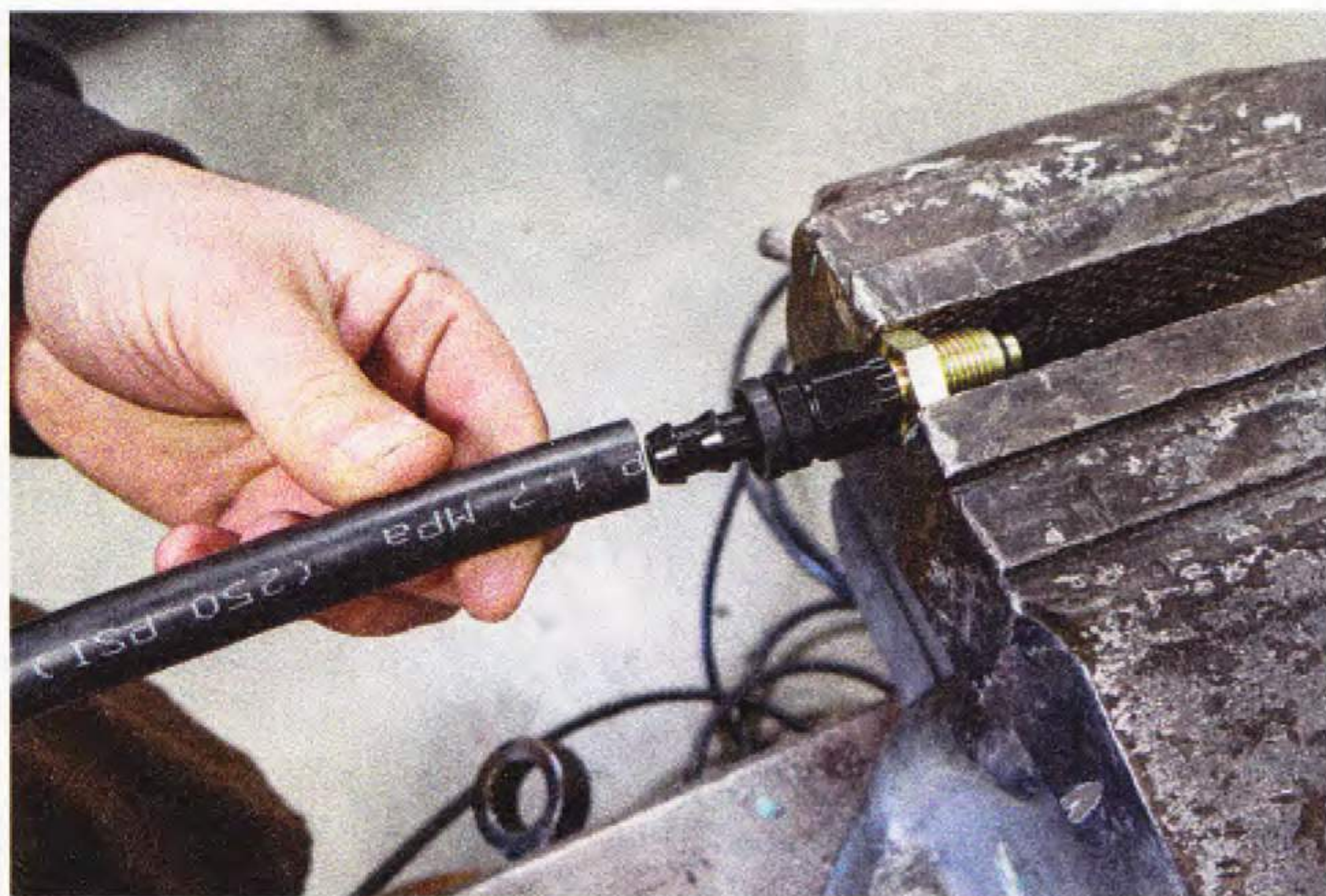
13 We used a couple vise-grip clamps to hold the rear edge of the tank in place during setup—when all is fit and positioned properly, the Bel Air's rearmost crossmember will be drilled for attachment hardware.



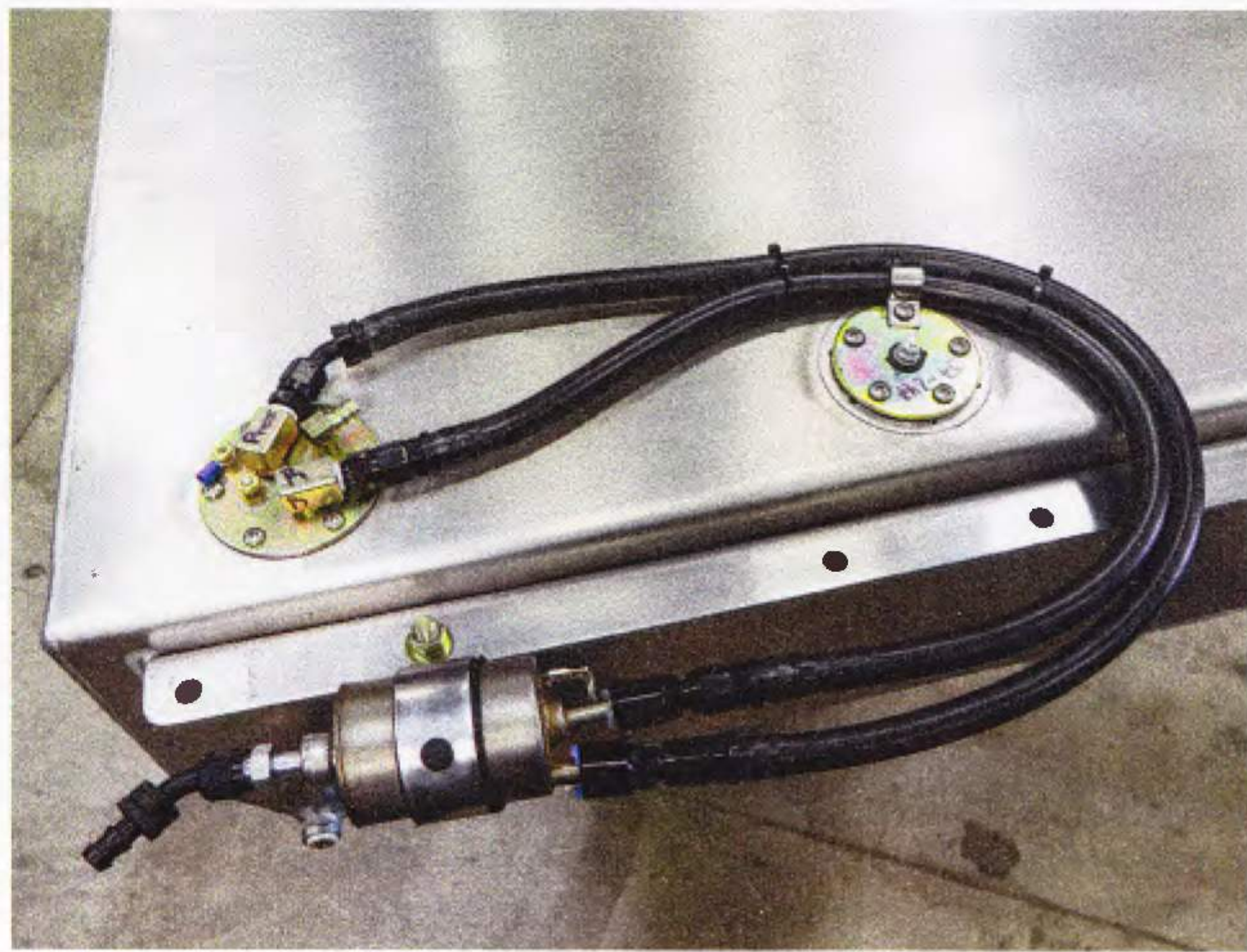
14 The front of the tank was steadied in place with a tall jackstand.



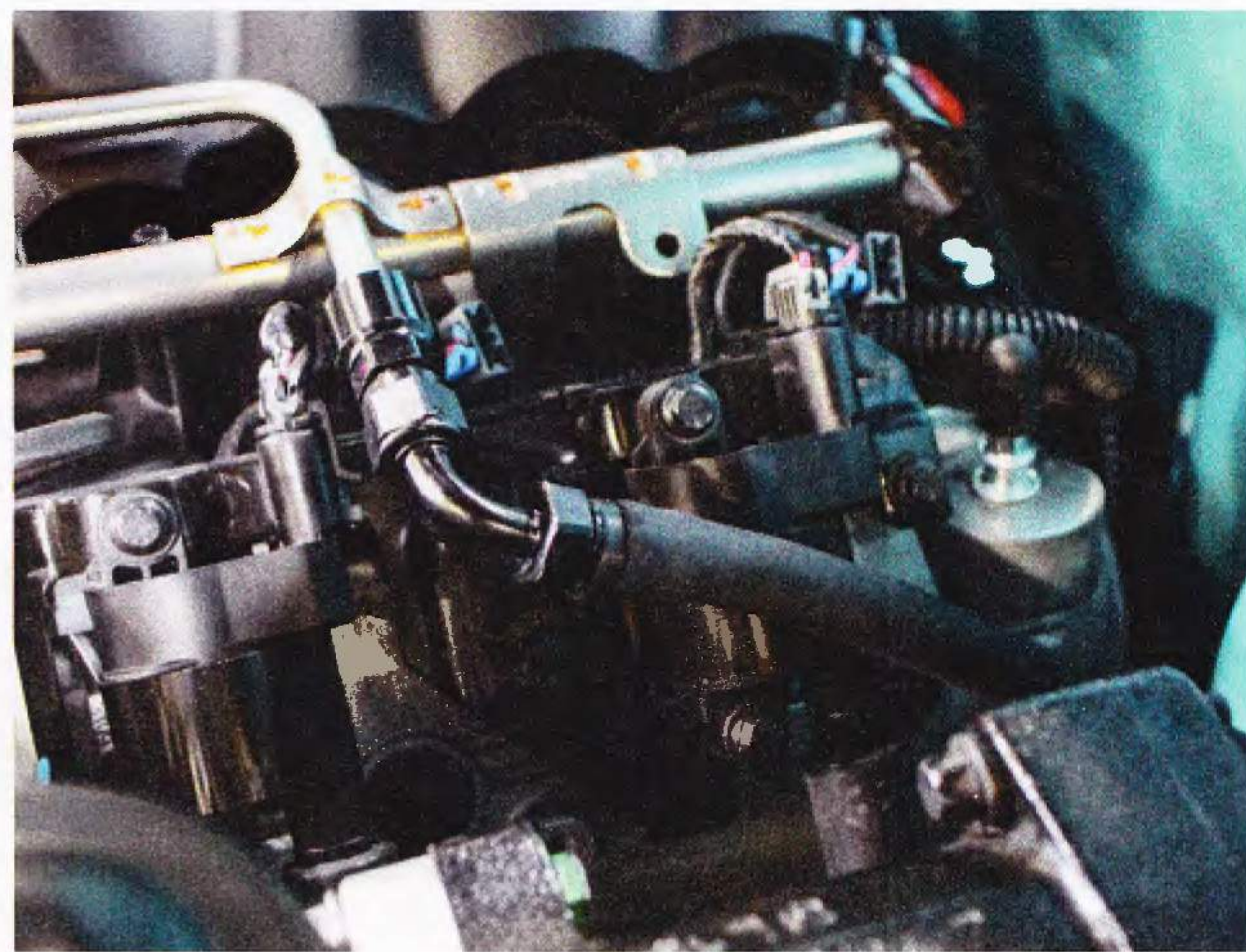
15 One of the tasks performed while the tank was elevated into position was sorting out the routing of the CPP fuel supply kit plumbing.



16 We started from the tank and worked our way forward to the engine. The supplied AN fittings are PTC (push to connect) and can be a real bear to properly seat the high-pressure hose completely onto the double-barbed fittings. (Use of heat as well as the suggested lubricant will help.)



17 It was decided to mount the fuel filter directly to the rear mounting edge of the tank, and to illustrate how the dead-head return-style system was plumbed to this point, we dropped the tank back down.



18 Since all of our plumbing components (pump, filter, and so on) were contained to the rear, the EFI hose was routed directly along the framerail up to the fuel rail inlet on the Chevrolet Performance LS3.



19-20 With the tank hoisted back up, the pump and sending unit were wired up ...



21 ... and the filler neck stub installed onto the tank (it's impossible to tighten clamps once the tank is bolted up, as the framerail is in the way).

22 With the tank supported, the forwarded crossmember is installed and the tank bolted to it.





23 Next, the rear mounting holes are drilled.



24 And the tank is mounted solidly using the supplied captured nut plates and Grade 8 hardware.



25 Lastly, the stock filler neck tube is cut and adjoined to the tank with the supplied rubber hose.

26 Just like that, Project '55 Revive is now equipped to make those extra-long haul trips—which we'll begin embarking on soon!

