

PROJECT BT-50

Long-Range Tank
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GOING THE DISTANCE



THE BIG
TANK
FOR
A BIG
COUNTRY

We extend the BT-50's touring range with a long-range fuel tank



Our Mazda BT-50 project vehicle is really starting to take shape as a capable touring machine. After we took it into the Outback for some serious R&D, it soon became obvious that the stock 70L tank wasn't going to cut it for those long-distance trips.

We tend to carry a fair bit of camping gear and photography

equipment in the tray of the Mazda, and didn't really want to sacrifice space with three or four jerry cans. So, it was decided that a long-range tank would be the best solution.

When it came down to choosing a long-range tank, it needed to be able to withstand a fair degree of punishment off-road, and needed to be fairly well tucked away.



The fuel being drained from the old tank prior to removal



Out with the old...



The new tank slips in nice and easy - as if made for it!



All the fuel lines and senders are hooked up

**YOU NEED A TANK THAT ISN'T
GOING TO COMPROMISE YOUR CLEARANCE**

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The Long Ranger tank looks pretty tough compared to the stock one



WHICH TANK?

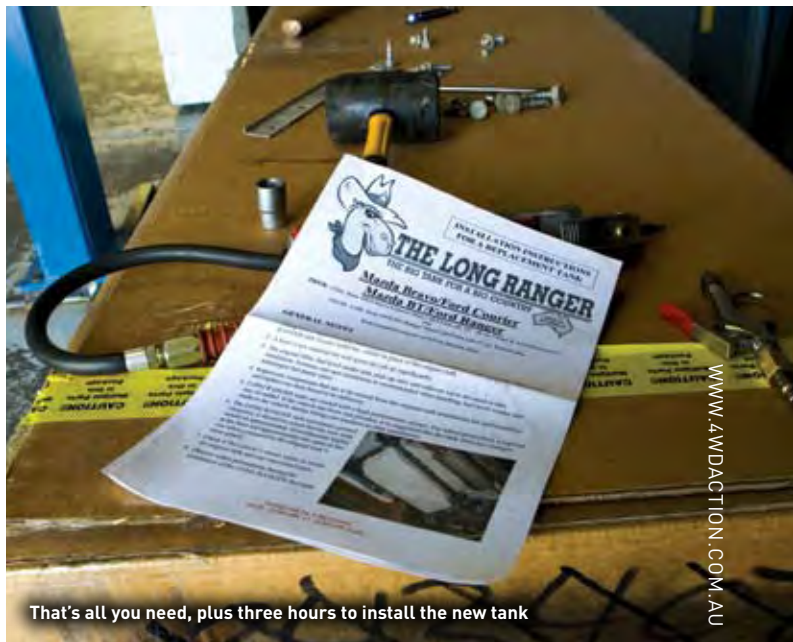
We decided to go with a Long Ranger 126L replacement tank for the Mazda. This tank is built out of 2mm aluminised steel, compared to the 1.6mm steel that factory tanks are made out of. On some modern vehicles, fuel tanks are actually made out of a heavy-duty plastic. It would be hard to have confidence in a plastic tank if you were planning on taking your vehicle across a few thousand kilometres of corrugations and gibber country.

While 0.4mm of extra thickness doesn't seem like a lot, you would be surprised how much tougher these aftermarket fuel tanks feel compared to stockers. When choosing a long-range fuel tank, make sure you look for one that isn't going to compromise your clearance. Our

aftermarket tank is positioned nice and high out of harm's way, so we won't have to worry about bumps and scrapes.

The Long Ranger Tank is pretty easy to install and will only take a few hours with some basic hand tools. There were no modifications necessary, other than needing to slightly bend one of the exhaust hangers to make it fit.

The 3.0L Mazda BT-50 gets around 10L per 100km, which makes its range pretty useful, even with the stock 70L fuel capacity. With the new tank, the Mazda is getting around 1200km per fill, which is perfect for heading bush on those extended 'work trips'. ■



That's all you need, plus three hours to install the new tank

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