

# Which tank do I have? Which one do I need?

by Anton Largiader and Brian Curry

Several different fuel tanks were used on the K models, to the chagrin of owners seeking replacements or trying to perform fairing conversions. The external features on the tanks provide means of attachments for a radiator shroud (on unfaired models) and side covers (on some models). Some models have features not needed on that particular bike.

<insert diagram of tank, pointing out the tabs and prongs, location of part number, etc>

**Prongs** - straight metal rods on the front of the tank at each end of the front "arch". On unfaired models, rubber caps were placed on these prongs and the front of the radiator shroud was supported on them. These prongs are also on the K75S tanks, but aren't used. K100 models with the radiator shroud don't have them because the radiator shroud hangs on pegs that are mounted to the radiator.

**Tabs** - hang down on each side at the very back of the tank, and support the side covers on all K100 models and on K75RTs. K75C and K75S models use a different side cover, and K75 low-seat models don't have side covers.

**Side holes** - these are on ALL tanks. Unfaired models have rubber grommets in these holes which support the rear of the radiator cover.

**Mounting posts** - I don't have enough information, but the frame mounting posts are different widths for different tanks. This isn't a big deal; the extra width comes from a pressed-in extension **46 51 2 320 960 and pin 962** which can be added or removed from the frame as needed. It seems that these extensions were used after 1/93, perhaps in an attempt to keep the tank from rocking side to side.

**Fuel pump** - in 1/93 the pump was changed and the mounting plate is therefore different.

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## K100:

All models used side covers with tabs. The rear mounting of the side cover changed but it doesn't affect the tank. I think none of the tanks had prongs. Until 5/85, there was a single bolt that held the rear of the tank, but after that they used the standard two-prong mounting system. Retrofit isn't possible without frame modification.

## K75:

C, S, and early Standards used side covers with grooves that clipped onto the bottom of the tank, so the tanks had no tabs. All had prongs, although they weren't needed on the K75S. RT models used tabs and no prongs. All tanks were modified in '93 for better venting.

<still need to resolve early standard tank design>

Description	Part #	Prongs	Tabs	Notes
<b>K100 to 5/85* later</b>	16-11-2-300-298 16-11-2-303-101	-	X X	Single-point mount, with checkvalve? Two-post mount, without checkvalve?
<b>K100RS, RT to 5/85** later</b>	16-11-1-450-631	-	X X	Single-point mount, with checkvalve? Two-post mount, without

	16-11-1-455-011			checkvalve?
<b>All K100. K75RT and K11LT to 1/93 All K11RS. K75RT and K11LT from 1/93</b>	16-11-1-455-101 16-11-2-307-468	-	X X	Improved vent, frame change.
<b>K75C, S to 1/93 K75, and C and S after 1/93</b>	16-11-1-455-165 16-11-2-323-867	X X	-	Improved vent

16-11-1-456-892 appears to be the K75 low-seat tank; not sure if that's a painted part number or not. It's from Earle's Caribic Blue low-seat tank.

\* K100 to 0 008 131

\*\* K100RS to 0 084 625 (USA)

\*\* K100RT to 0 042 660 (USA)

Also we need to define the VIN breakpoints in the fuel level sensors for the K100.