



ROTTWEILER PERFORMANCE

790 ADVENTURE FUEL LINE CONVERSION KIT



Note: Please read and understand all notes, precautions and warnings within this document before performing these procedures. It is solely you and/or the installer's responsibility to adhere to the guidelines of all factory torque specs and procedures mandated by the manufacturer of your motorcycle. Always wear the appropriate safety equipment. If you believe that these instructions are beyond your capabilities, you should seek out a professionally trained motorcycle mechanic to install any aftermarket product/s including these.

- **Installation time:** 60-90 minutes

- **Tools needed:** (Most can be found in your stock tool kit)
 - T30 TORX
 - 10mm WRENCH
 - SCREWDRIVER OR [OETKER PINCERS](#)
 - PLIERS
 - CUTTERS
 - CLEAN BUCKET FOR FUEL
 - SAFETY GLASSES
 - RUBBER GLOVES
 - FIRE EXTINGUISHER
 - BIKE KEY

ONLINE INSTRUCTIONS QR CODE LINKS

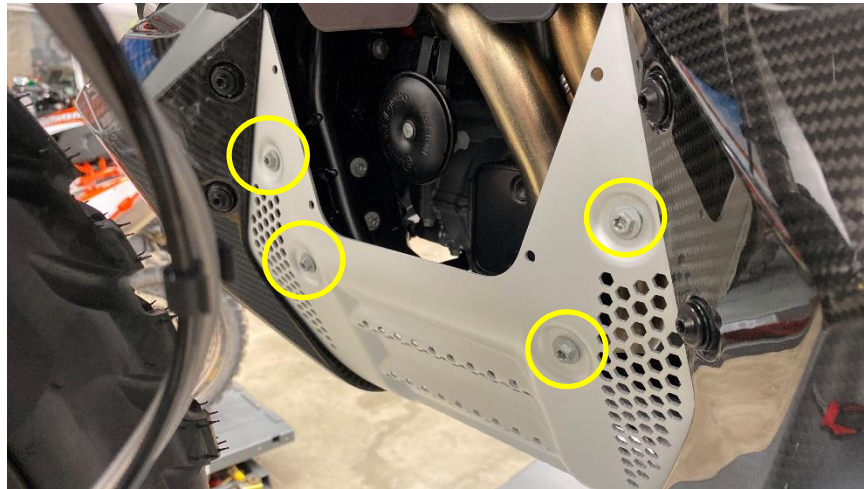
Scan these codes with your smart phone's camera or a QR code reader to get direct links to online versions of these instructions.



INSTRUCTIONS - REMOVING THE FUEL TANK

NOTE: If you already know how to remove the fuel tank, skip to page 11 / line 15..

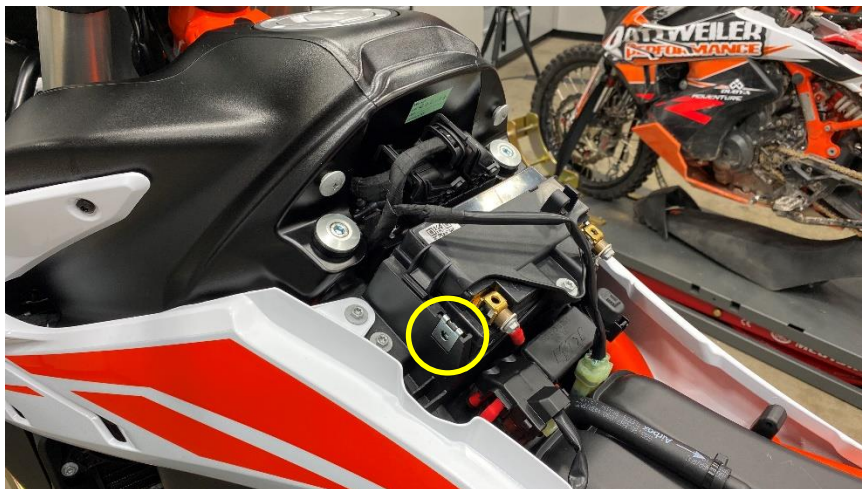
1. (T30 TORX or 8mm) Remove the stock skid pan.



2. (Key) Remove the seat.



3. (T30 TORX) Remove the battery cover



4. Remove the rear side pods. Pull the front from the two clips and then pull forward.



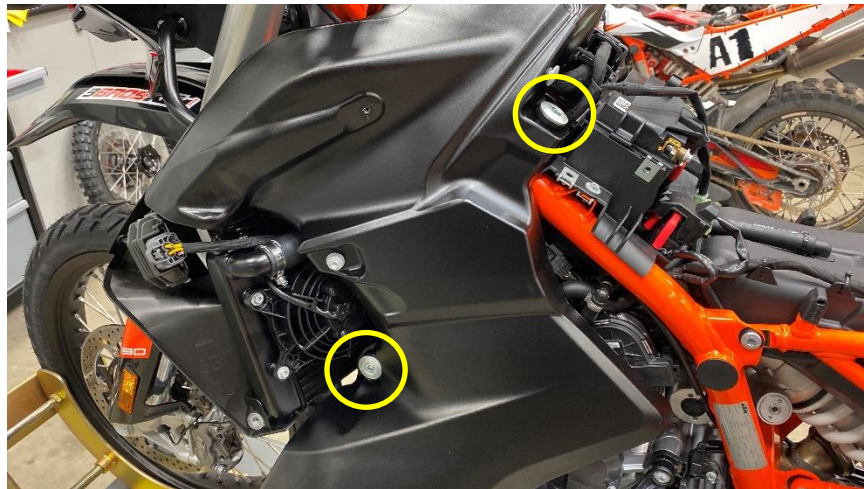
5. (T30 TORX) Remove the side covers. There will be 5 bolts per side and one pull tab at the bottom corner.



6. Pull up the full cap cover and remove the two hoses. The 'DRAIN' should be labeled on the right side and should go back on the same way.



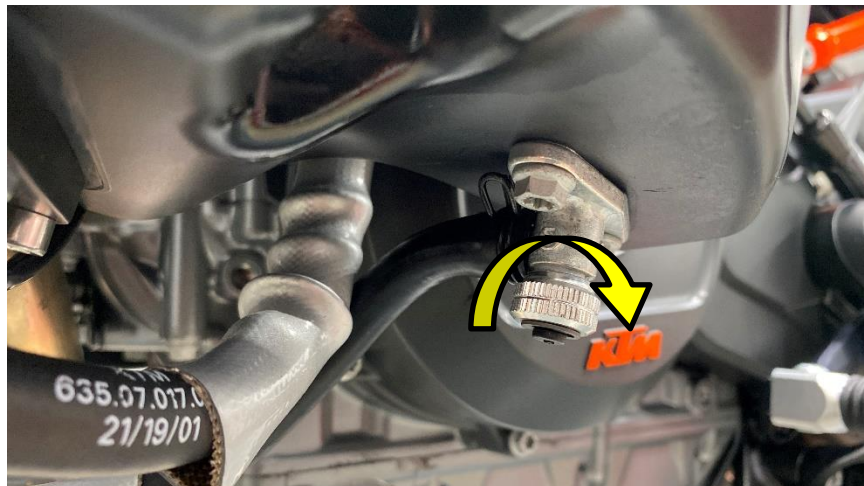
7. (6mm HEX) Remove the four 8mm tank bolts. 2 on each side.



8. These parts will be pulled out with the bolts. You will find the same rubber parts on the inside between the fuel tank and the frame. They may either fall on the floor when the tank is removed or stay with the tank. Be aware of this when you get to the step of removing the fuel tank from the bike.



9. (PLIERS) Close both fuel tank valves and remove the clips and lines. **WARNING: BE PREPARED FOR SQUIRTING FUEL ON THIS NEXT STEP. WEAR THE APPROPRIATE SAFETY GEAR AND DO NOT PERFORM THIS NEXT STEP NEAR ANY OPEN FLAME OR WITH A HOT MOTORCYCLE.**

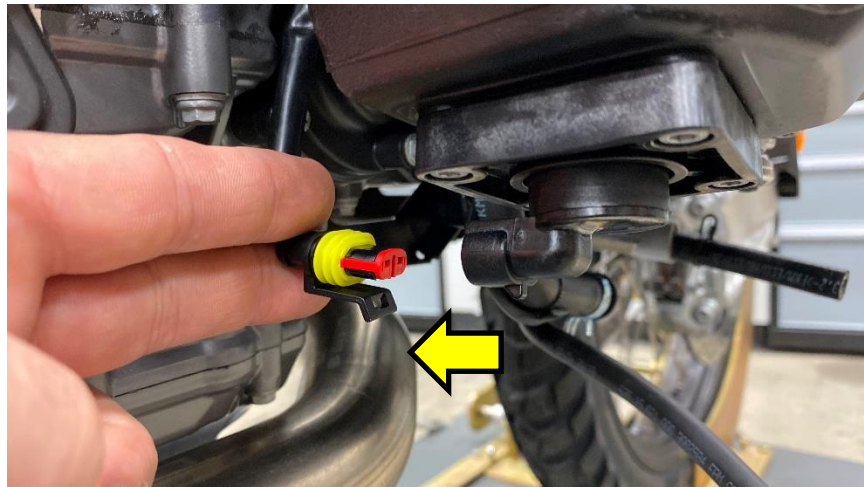




10. Unplug the fuel pump connector. ([Rottweiler Performance Spigot Guard shown](#))



11. Unplug the fuel level sensor on the right side of the fuel tank.



12. Reach in with two fingers on both sides of the fuel line connector and slide down the green plastic locking tab. It will look like the picture below when unlocked.



13. Pull out on the 90° connector. **WARNING: BE PREPARED FOR SQUIRTING FUEL ON THIS NEXT STEP. WEAR THE APPROPRIATE SAFETY GEAR AND DO NOT PERFORM THIS NEXT STEP NEAR ANY OPEN FLAME OR WITH A HOT MOTORCYCLE.**



14. Observing the hoses and wires and holding the 90° fitting from hanging up on the frame, carefully remove the fuel tank pulling up and back as shown below. Move slowly in case any steps were missed and wires/hoses are still connected.





INSTALLING THE FUEL LINE

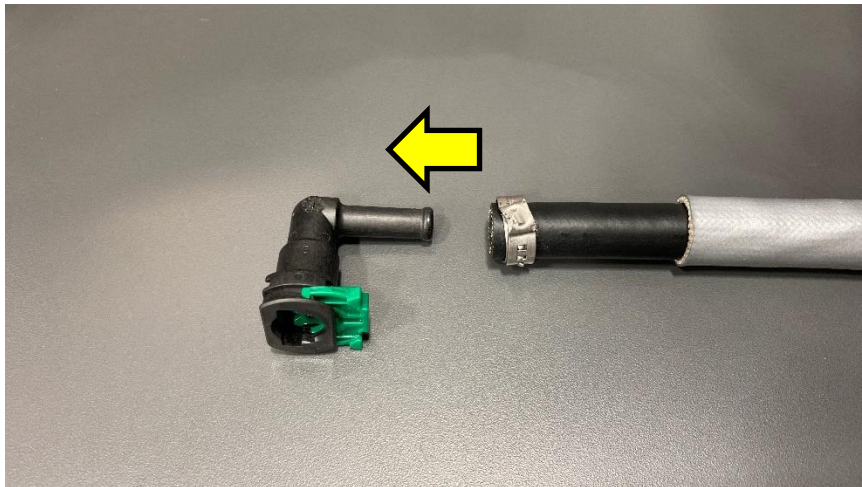
15. (PLIERS) Remove the fuel line from the spigot. **WARNING: BE PREPARED FOR SQUIRTING FUEL ON THIS NEXT STEP. WEAR THE APPROPRIATE SAFETY GEAR AND DO NOT PERFORM THIS NEXT STEP NEAR ANY OPEN FLAME OR WITH A HOT MOTORCYCLE.**



16. (T30 TORX) Unscrew the clamp at the center of the fuel tank.



17. (PLIERS) Remove the 90 deg fitting from the fuel line.





18. (OETKER PINCERS / SCREWDRIVER) Determine which clamp you will use below. If you have the proper crimping tool, the Oetker clamp is most like the factory clamps. Otherwise, the screw clamp will do.

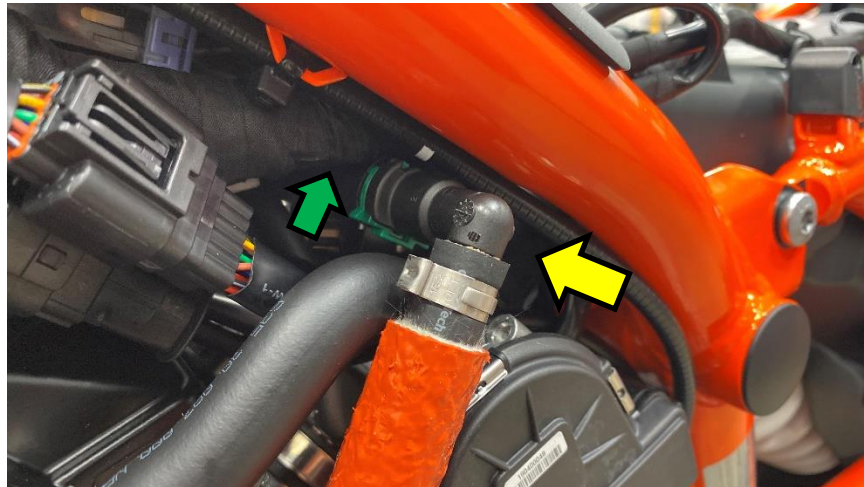
(NON-FILTERED VERSION PICTURED BELOW)



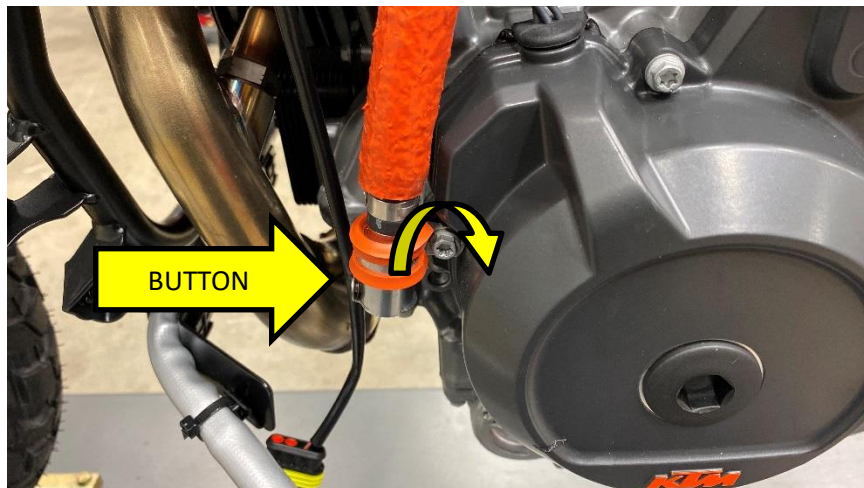
19. You will want the button on the CPC connector to face up when the final part lies in this fashion.



20. Plug the stock connector back in and press the green locking tab into position so that the connection is secure.



21. (T30 TORX) Remove the bolt shown below from the case. Wrap the cushion loop clamp around the CPC connector and attach to the engine as shown below. Make sure the button is facing forward and the cushion loop clamp is biased to the outside.



22. The final product at this time should look like below.

NON-FILTERED VERSION



FILTERED VERSION



23. Push the short end of the kit into the female connection.



24. Take the fuel tank and set it back on the bike. DO NOT ASSEMBLE THE HARDWARE AT THIS TIME. THE FUEL LINE WILL NEED TESTING FIRST.





25. Choose which clamp will be used and crimp the short end of the fuel line to the fuel pump spigot. (Rottweiler Performance Billet Spigot and Guard shown)



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26. Plug in the fuel pump and turn on the key BUT DO NOT START TGE BIKE! You will get the message below if the fuel level sensor is not plugged in but that will go away upon final assembly.

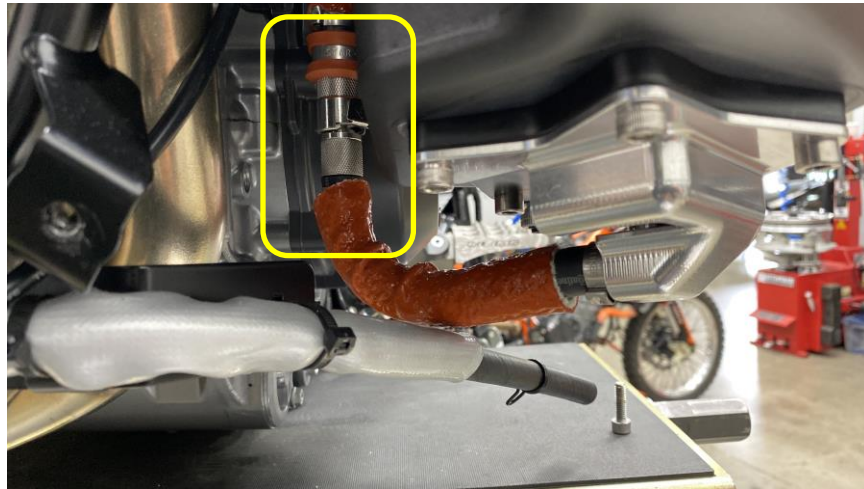


27. Check for any leaks in the fuel line. If there are any, re-crimp or re-tighten the fittings slightly until there are no leaks in the system.

CHECK HERE FOR ANY LEAKS



CHECK HERE FOR ANY LEAKS



28. When you are satisfied with the final outcome, you may now reassemble the motorcycle.

29. To remove your fuel tank, reach in and depress the button on the CPC connector to release the male side of the fitting. **WARNING: BE PREPARED FOR SQUIRTING FUEL ON THIS NEXT STEP. WEAR THE APPROPRIATE SAFETY GEAR AND DO NOT PERFORM THIS NEXT STEP NEAR ANY OPEN FLAME OR WITH A HOT MOTORCYCLE.**



30. Swing the fuel line out to the side and lift off the fuel tank.



31. Your fuel tank is now much safer and easier to remove, and your fuel line is well filtered and insulated.

NOW GO RIDE!