



ROTTWEILER PERFORMANCE

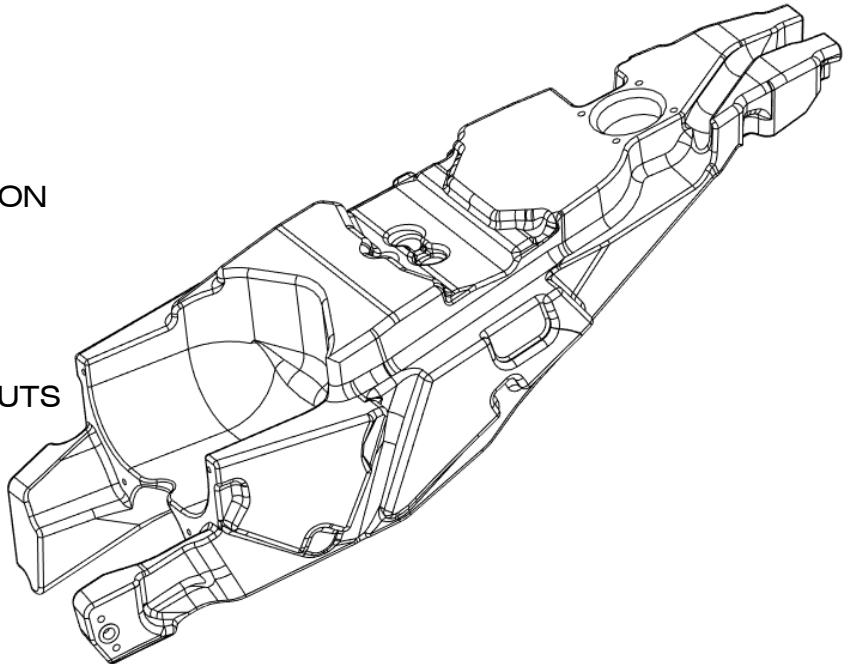
ENDUROCELL 1.8

INSTALLATION INSTRUCTIONS



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:** 2-3 Hours
- **Tools needed:**
 - T20 TORX
 - T25 TORX
 - T30 TORX
 - T45 TORX
 - 6mm SOCKET + EXTENSION
 - 8mm SOCKET
 - 8mm WRENCH
 - 4mm ALLEN
 - 6mm ALLEN
 - SIDE CUTTERS / FLUSH CUTS
 - HOSE CUTTERS
 - TORQUE WRENCH
 - SPRING PLIERS



ONLINE INSTRUCTIONS QR CODE LINKS

Scan this code with your phone's camera or a QR code reader to get direct links to all our online instructions.





PRECAUTIONS AND WARNINGS

WHEN THE INSTALLATION IS COMPLETE THERE SHOULD BE NO FUEL LEAKS ANYWHERE WHATSOEVER. INSPECT ALL FUEL CONNECTIONS, HOSE CLAMPS, FITTINGS, FUEL CAPS, BREATHER HOSES AND ANYTHING HAVING TO DO WITH FUEL BEFORE EACH AND EVERY RIDE.

THE FUEL LINE AS IT TRAVELS THROUGH THE FRAME AND AROUND THE ENGINE SHOULD NEVER BE IN HARMS WAY. THIS INCLUDES BUT NOT LIMITED TO THE CHAIN, SPROCKET, CHAIN ROLLER, HEAD PIPE, SHOCK, SHARP ITEMS, RIDERS BOOTS ETC.

THE FUEL CONNECTION(S) SHOULD NEVER BE DISCONNECTED AROUND ANY OPEN FLAME AND ANY AND ALL PARTS OF THE ENDUROCELL SHOULD BE TREATED NO DIFFERENTLY THAN THE FACTORY CONDITIONS AND WARNINGS OF YOUR STOCK FUEL TANKS.

IN THE EVENT OF A CRASH OR TIPOVER, THE PRODUCT SHOULD BE THOROUGHLY INSPECTED FOR ANY DAMAGE BEFORE CONTINUATION. IF THE ENDUROCELL IS DAMAGED, IT SHOULD BE DRAINED IMMEDIATELY AND NOT USED FOR FUEL WHATSOEVER FOR THE DURATION OF THE RIDE UNTIL A THOROUGH INSPECTION AND LEAK DOWN TEST CAN BE COMPLETED.

THE SPORT OF MOTORCYCLING IS INHERIANTLY DANGEROUS. PLEASE UNDERSTAND THAT YOU ALONE HAVE ELECTED TO CHANGE AND OR MODIFY THE EXISTING STATE OF YOUR MOTORCYCLE AND AS SUCH ONLY YOU ARE RESPONSIBLE FOR ANY OUTCOME OF SAID MODIFICATION. IF THIS IS NOT CLEAR TO YOU OR YOU DO NOT UNDERSTAND THAT YOU HAVE ACCEPTED FULL RESPONSIBILITY FOR THE MODIFICATION OF YOUR MOTYORCYCLE AND THE OUTCOME OF SAID MODIFICATION(S), PLEASE SEND THIS PRODUCT BACK FOR A FULL REFUND.

INSTRUCTIONS

If you already have a ROTTWEILER PERFORMANCE INTAKE SYSTEM and are adding the EnduroCell 1.8, follow the steps starting on this page.

If you are installing the ROTTWEILER PERFORMANCE INTAKE SYSTEM / ENDUROCELL combo kit together, refer to the document: ROTTWEILER PERFORMANCE INTAKE / ENDUROCELL 1.8 INSTALLATION INSTRUCTIONS [linked here](#).

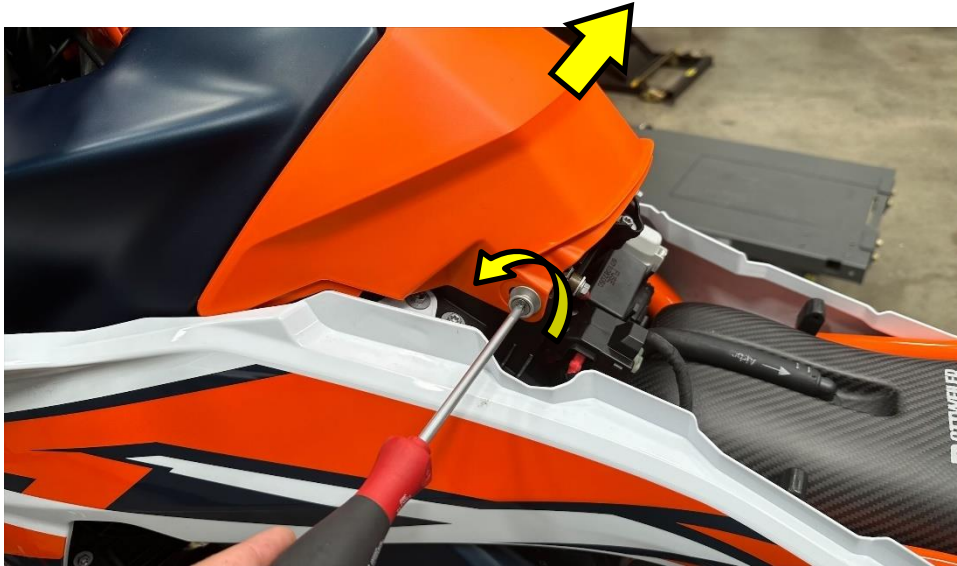
(KEY) Remove the seat.



Remove the LEFT and RIGHT-SIDE fairings.



(T30 TORX) Remove the battery cover.



(T30 TORX) Remove the LEFT-SIDE shroud - (4) bolts (1) pull snap.

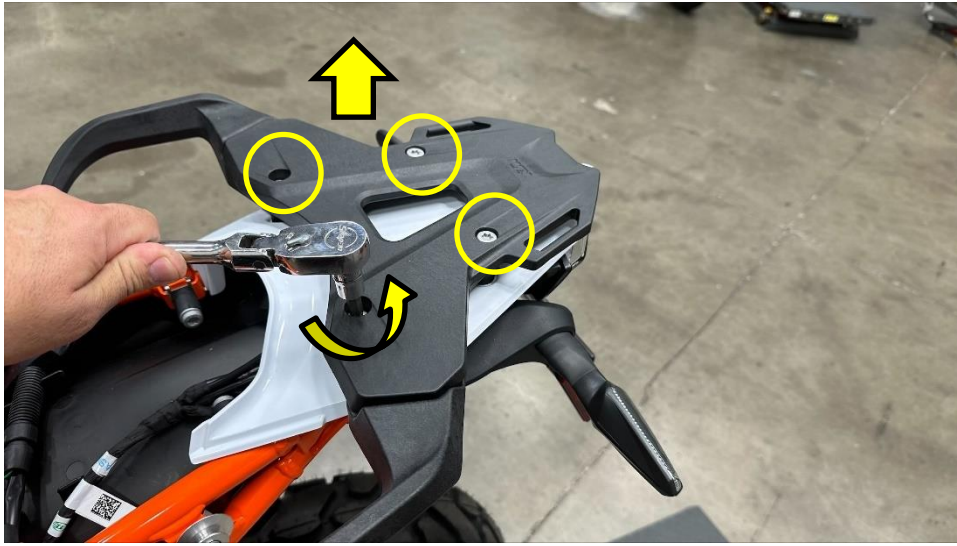
2019-2022



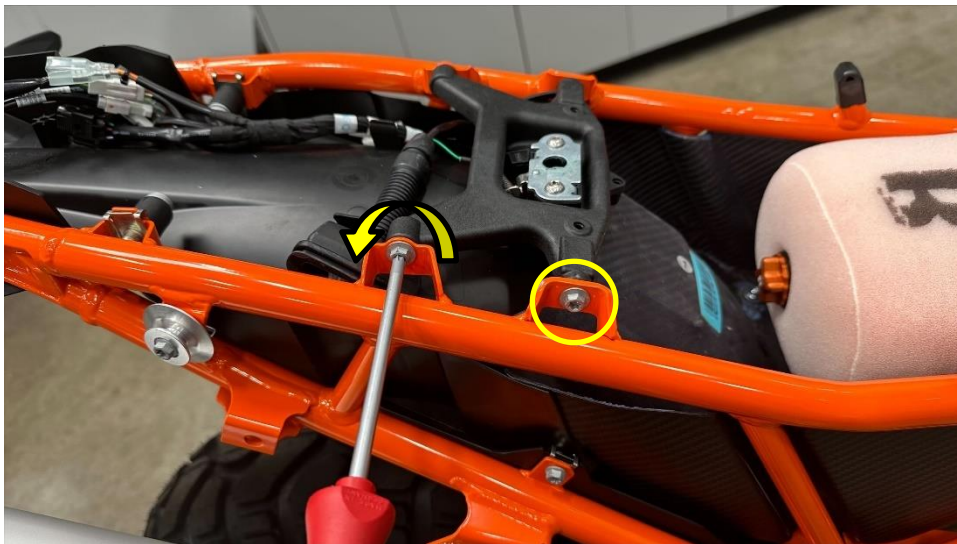
2023+



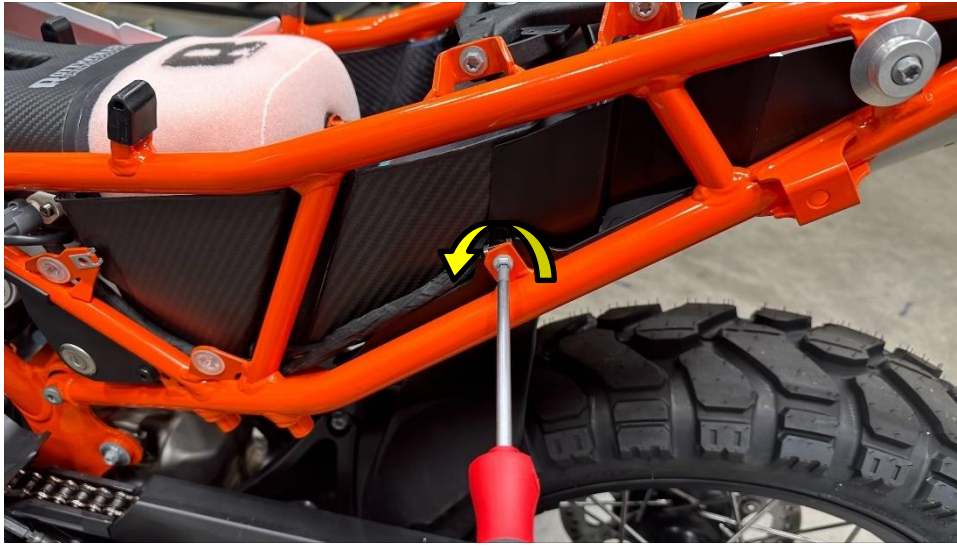
(T45 TORX) Remove the REAR rack and rear fender.



(T30 TORX or 8mm socket) Remove the two RIGHT-SIDE seat latch mount bolts.



(T30 TORX or 8mm socket) Remove the LEFT-SIDE M5 x 10mm fender well bolt.



(T30 TORX or 8mm socket) Remove the LEFT two bolts from the license plate holder.



(T30 TORX or 8mm Socket) Remove the LEFT passenger peg 6mm bolt and the two LEFT subframe bracing bolts through the window in the passenger peg.



Remove the air filter to access the (2) splash guard mounting nuts.



(T30 TORX or 8mm Socket + 8mm Wrench) Remove the splash guard mounting bolts, washers, spacer hats, and nuts. Leave the rubber grommets in the frame.



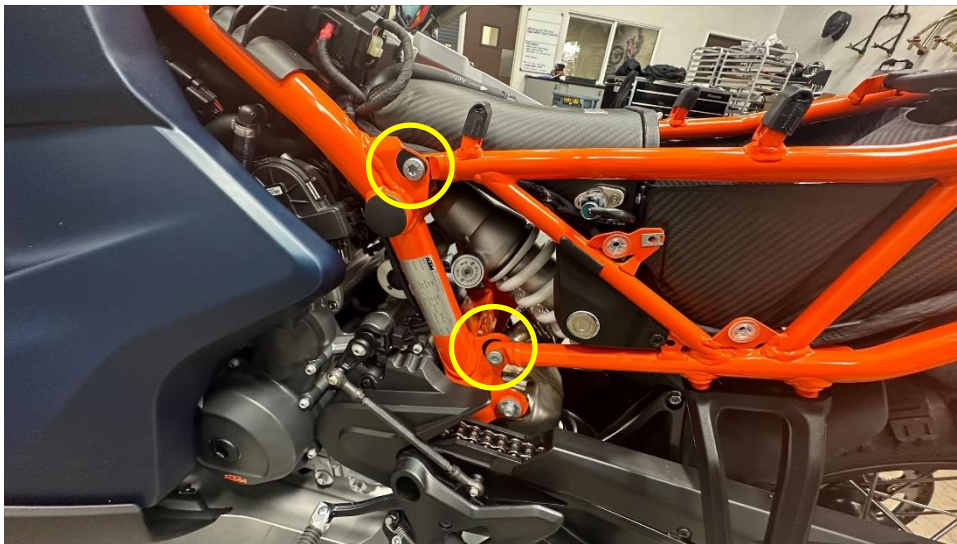
(T45 TORX) Remove the LEFT-SIDE / REAR M8 x 35mm subframe bolt.



(T45 TORX) Remove the (2) LEFT-SIDE M8 x 20mm passenger peg bolts.



(T45 TORX) Remove the (2) FRONT subframe bolts. M10 x 20mm (TOP) / M10 x 35 (BOTTOM)



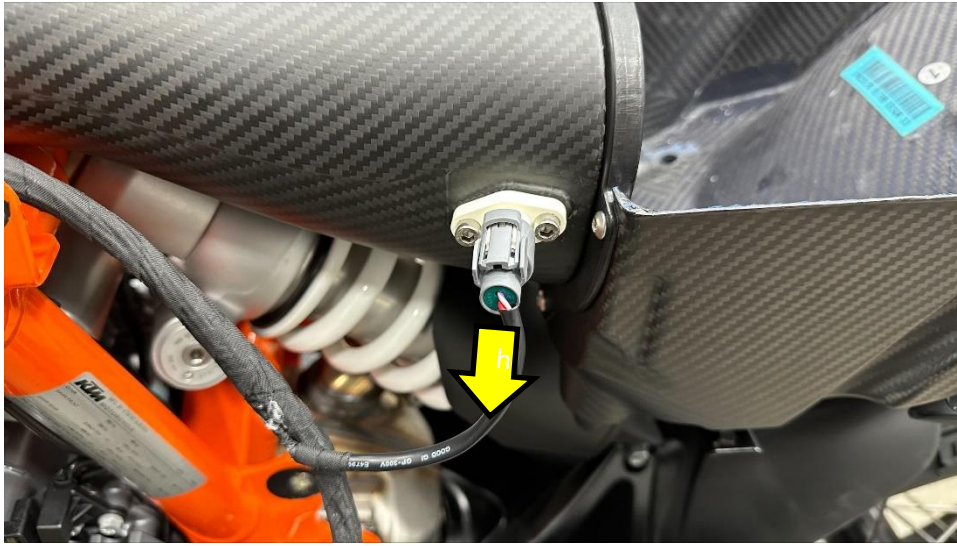
The LEFT-HAND subframe can now be removed.



Unplug the 3 white taillight connectors. It might be helpful to mark the red and green connectors to ease reassembly. RED = Left Blinker / GREEN = Right Blinker.



Unplug the air temp sensor connector by pressing down on the rocker tab and pulling out.



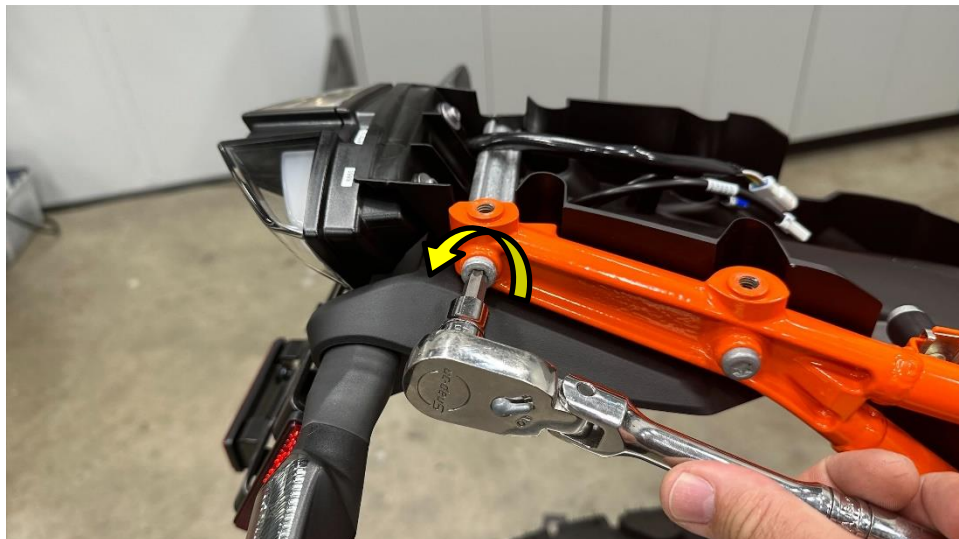
Drop the wiring harness down and in a safe location.



(T30 TORX) Remove the RIGHT-SIDE shroud - (4) bolts (1) snap.



(T45 TORX) Remove the RIGHT-SIDE rear M8 x 35mm subframe bolt. The part may spin, if so, just use a wrench or a tool to hold it from spinning.

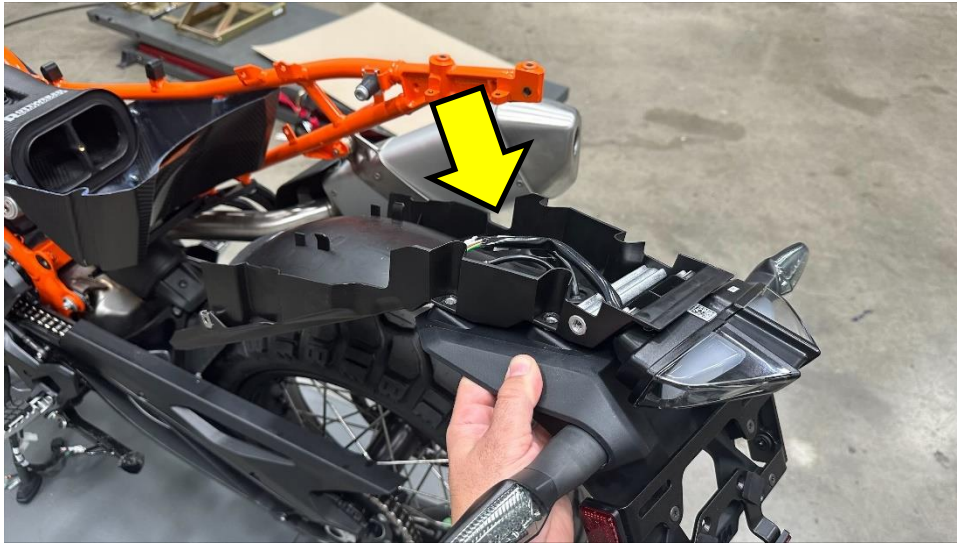


(T30 TORX/ 8mm socket) Remove the RIGHT-SIDE M5 x 10mm fender well bolt.



(T30 TORX/ 8mm socket) Remove the RIGHT M6 x 16mm bolts from the license plate holder and remove whole taillight / fender well assemblies.





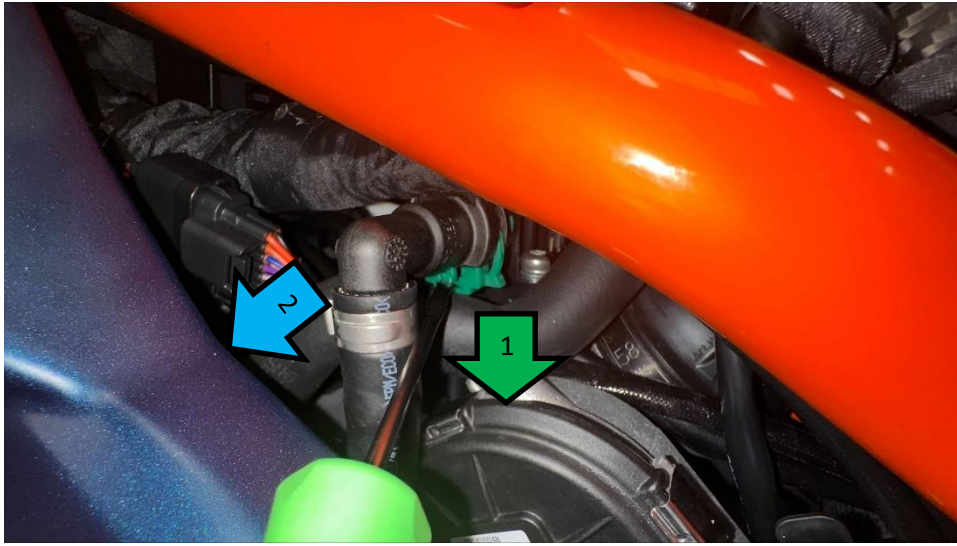
(4mm Allen) Remove the temperature sensor. You will reuse the temp sensor and bolts, but the temp sensor must be removed to access the bolts in the next step.



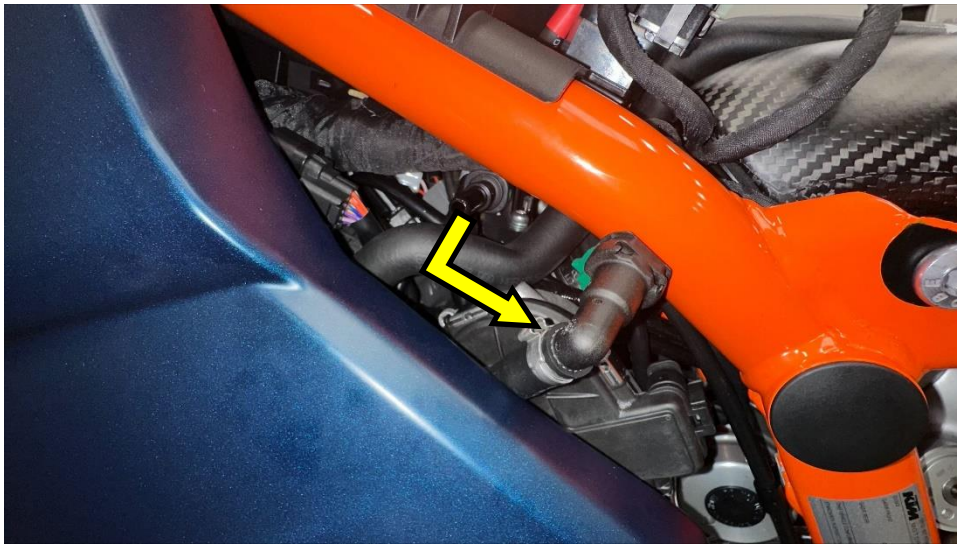
You will re-install the parts below after you install the EnduroCell.



Unplug the fuel line connector at the throttle body by pulling down on the (1) **green locking tab** where the fuel line attaches to the throttle body and (2) **pull it out**.



Move the fuel line out of the way so that the crankcase breather hose can be pulled out.



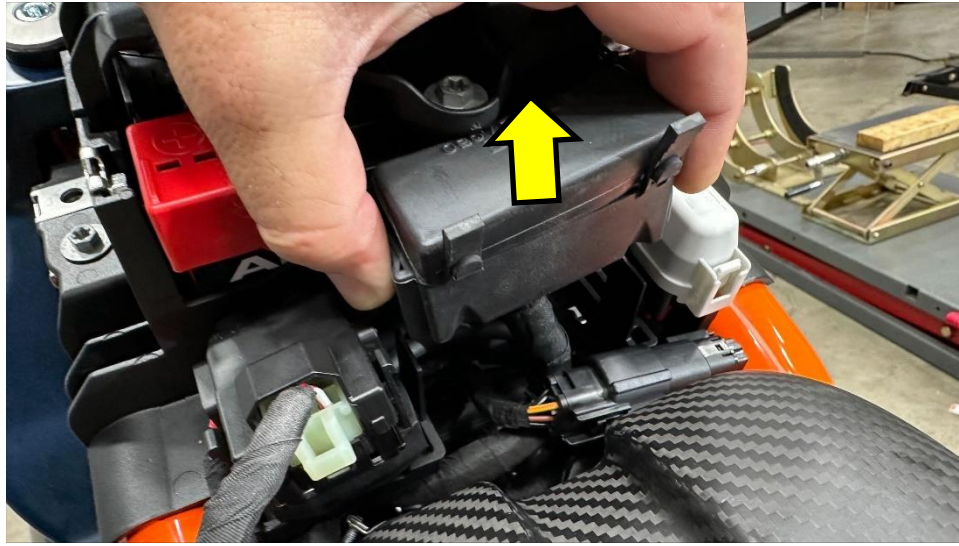
Remove the crankcase breather vent hose to the intake.



Pull the vent hose through the RIGHT-SIDE of the frame and out of the way. It may help to lubricate it with window cleaner or something similar that will evaporate. This is to allow room for the reinstallation of the airbox later.

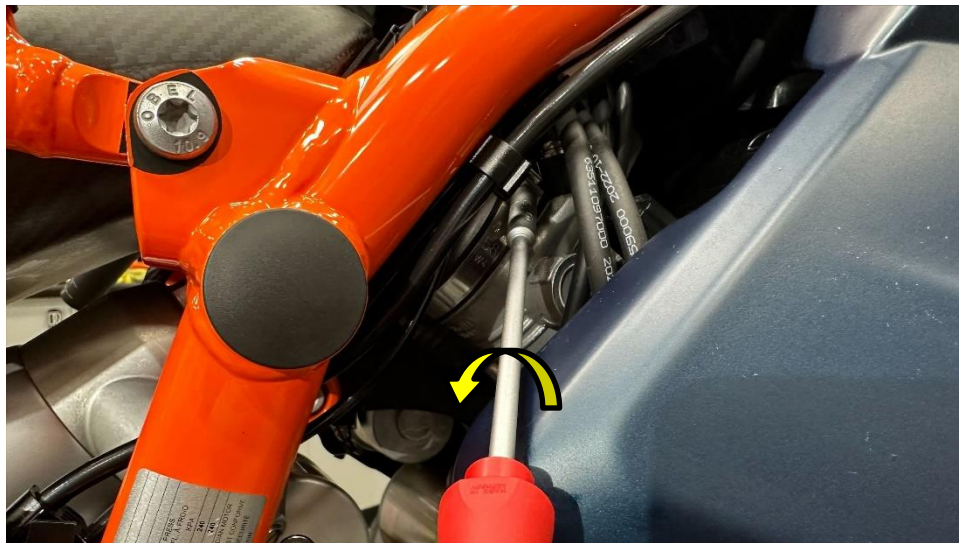


Lift up on the fuse holder and remove from the plastic tabs.



(6MM SOCKET OR FLAT BLADE SCREWDRIVER) At this point, the goal is to loosen the hose clamps around the 2 boots connecting to the throttle body. We have seen these rotated in different spots so you will need to find the bolt heads and loosen them. The left side typically being the more difficult to find. A 6mm socket and extension is preferable and we caution that you do not completely loosen them as there is a small spacer that prevents the installer from over-tightening them upon installation that can fall out and get lost if the screw comes out of the threads. Just loosen them enough to where they can rotate freely around the boot. This is typically 4 turns out or so.

The RIGHT-SIDE is easily accessible.



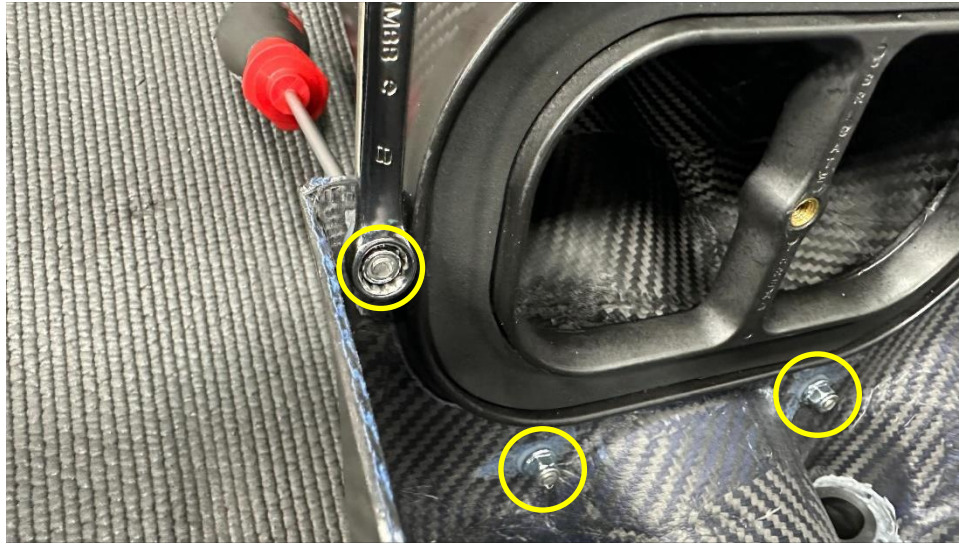
On our model, the LEFT-SIDE clamp head was behind the wiring on the TOP. We have seen these on the BOTTOM as well.



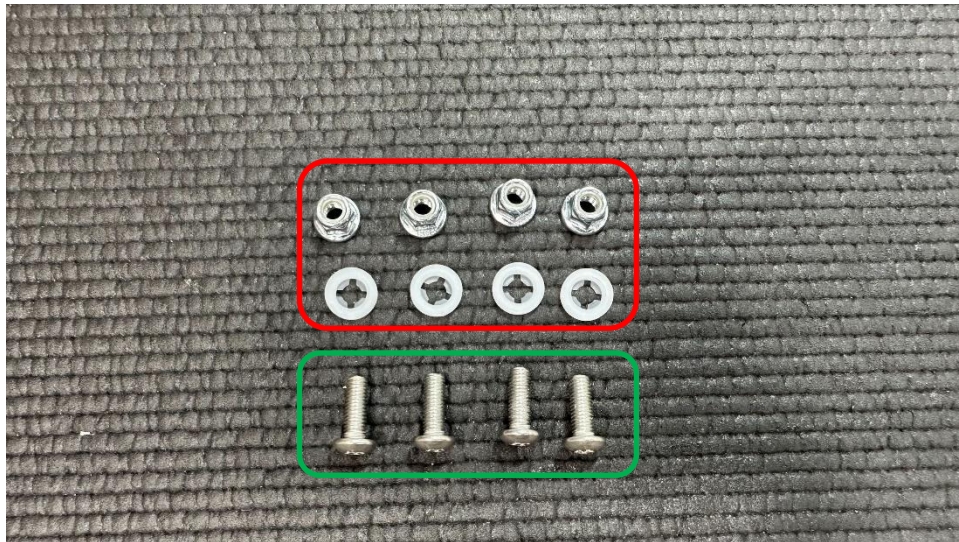
Remove the intake and splash guard, as one piece. Pull back and out towards the LEFT-SIDE.



(T25 TORX + 8mm WRENCH or SOCKET) Set the parts on the bench and disconnect the intake from the splash guard. Remove the (4) bolts, plastic washers, and nyloc nuts.



Hardware removed from Intake/ Splash guard. **Keep the (4) M5 button head screws.** They will be reused to install the EnduroCell to the intake.



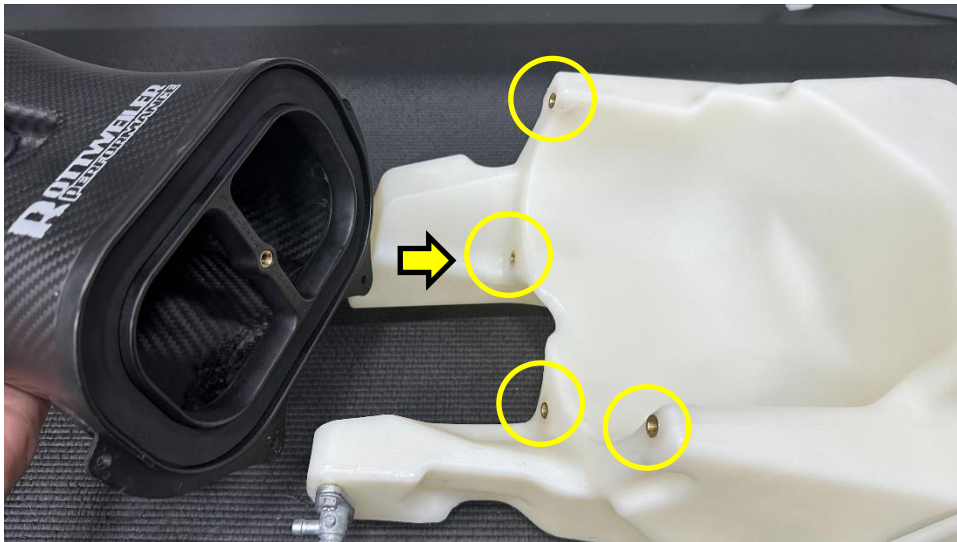
Set the splash guard aside - you will not be reusing it with the EnduroCell.

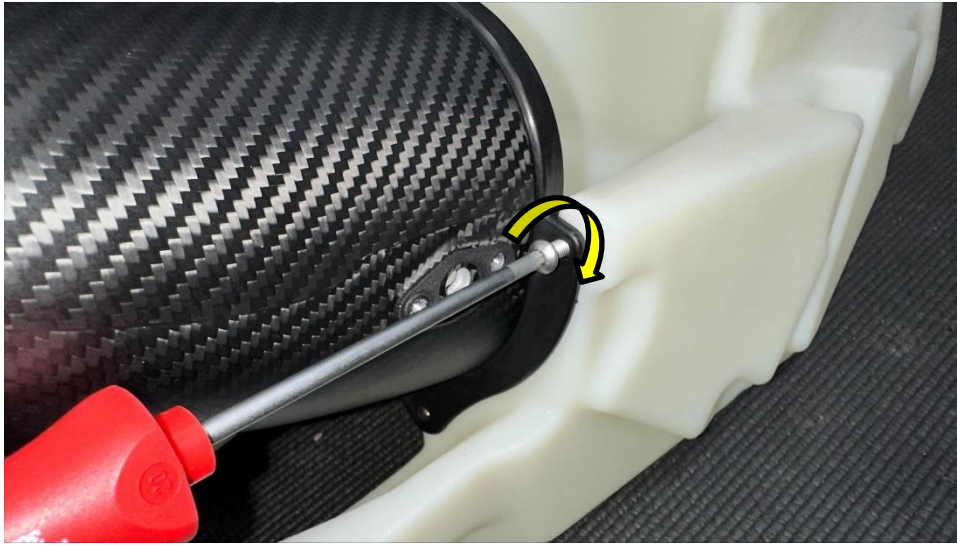


(T25 TORX) Using the same 5mm bolts that you just removed from the splash guard and filter plate, affix the intake to the EnduroCell as shown in the images below.

NOTE: Due to the differences in manufacturing with plastics, it may be necessary to drill out the filter plate holes slightly to get all the threaded holes to align perfectly. Start with a drill bit slightly larger than the 5mm holes and go up from there until all the bolts start easily. This does not compromise the group of parts in any way.

DO NOT STRIP THE THREADS IN THE FUEL TANK! The threads are brass material and soft, so make sure all bolts are started straight and easily by hand. **DO NOT USE A POWER TOOL HERE.**





You will now install the RP intake and EnduroCell on the bike as one assembly.



Position the intake clamps are in the orientation shown below. This will offer the best chance for success while installing. It may be a good idea to practice without the clamps a couple of times to get the hang of the procedure.



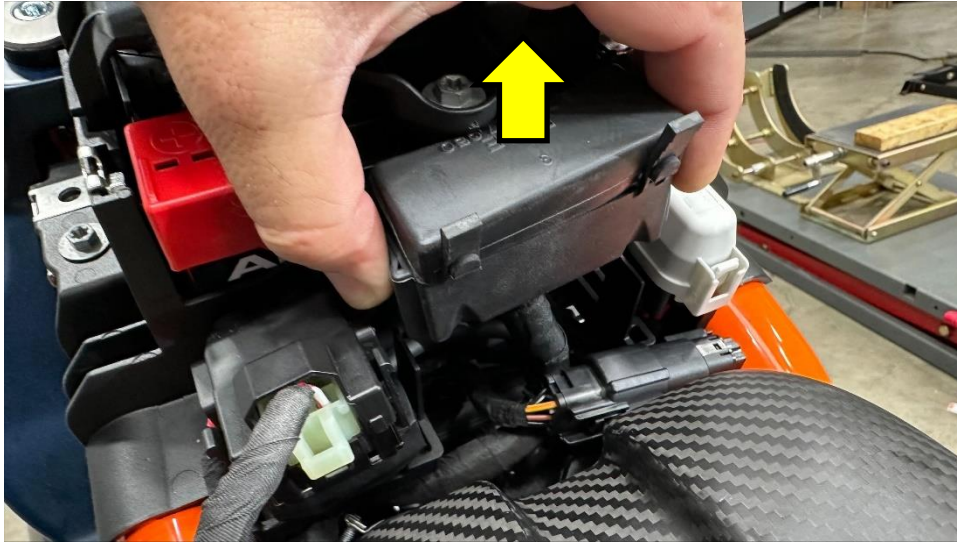
It will help to lube the intake boots with Maxima MPPL or similar lubricant before installing.



Make sure the clamps are loosened up as far as they can be without the bolt falling out, but tight enough to not fall off.

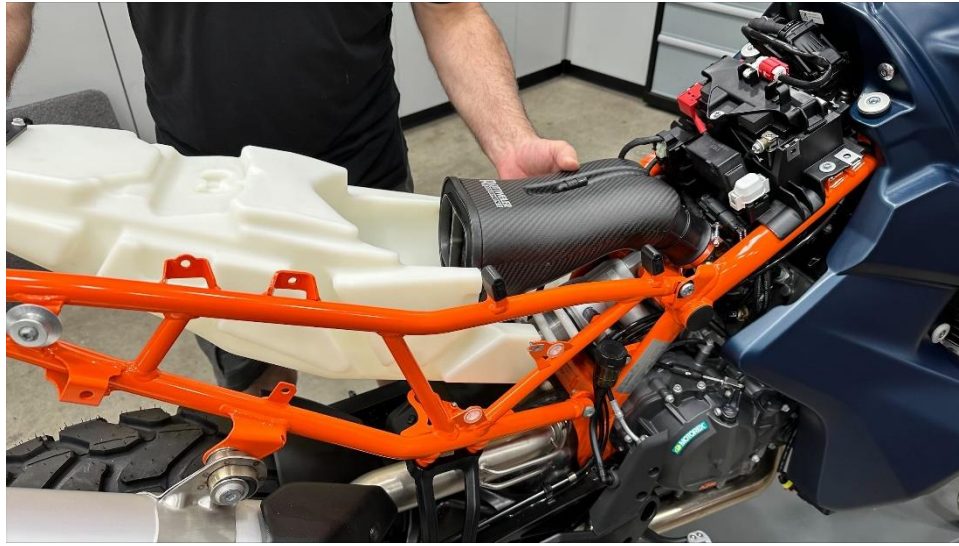


The fuse holder should still be up put of the way, but if not, pull it up and out of the plastic tabs. This will get the wiring harness out of the way and aid in the installation.



Begin from the side and enter with the entire assembly at an angle.





If all goes according to plan, the hose clamps should remain on the boots and the boots should pop over the throttle bodies and be properly seated with the rest of the system nested within the RIGHT-SIDE subframe. This may take a couple of tries but we know you can do it.



Check that the wires on the left side are clear of the intake boot and that the intake boots are properly seated all around the throttle body.



The EnduroCell 1.8 should nest perfectly into the trellis subframe.



(6mm SOCKET or FLAT SCREWDRIVER) Once the intake boots are on all the way and the intake and EnduroCell 1.8 is sitting in position, tighten the intake boot clamps.

RIGHT-SIDE



LEFT-SIDE



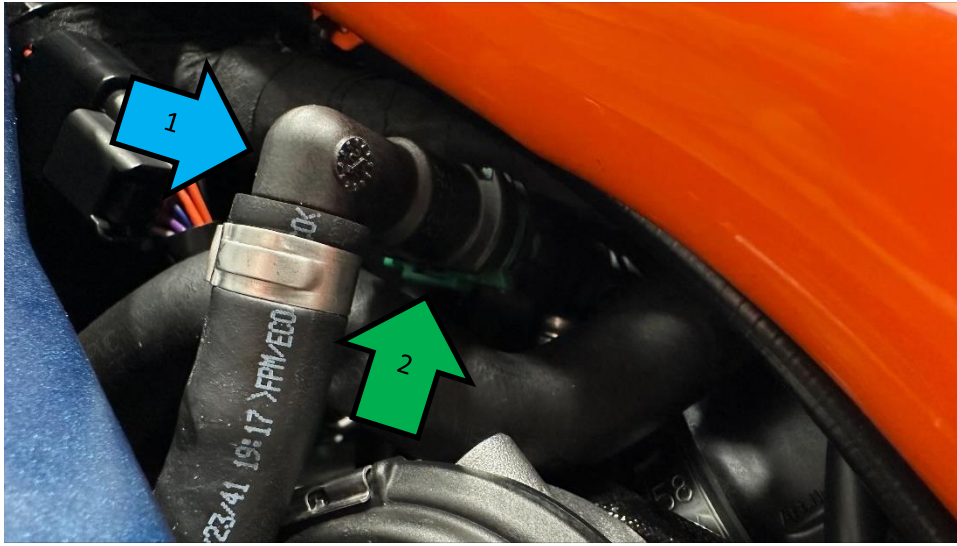
Push the breather hose back through the frame and connect to the intake spigot.



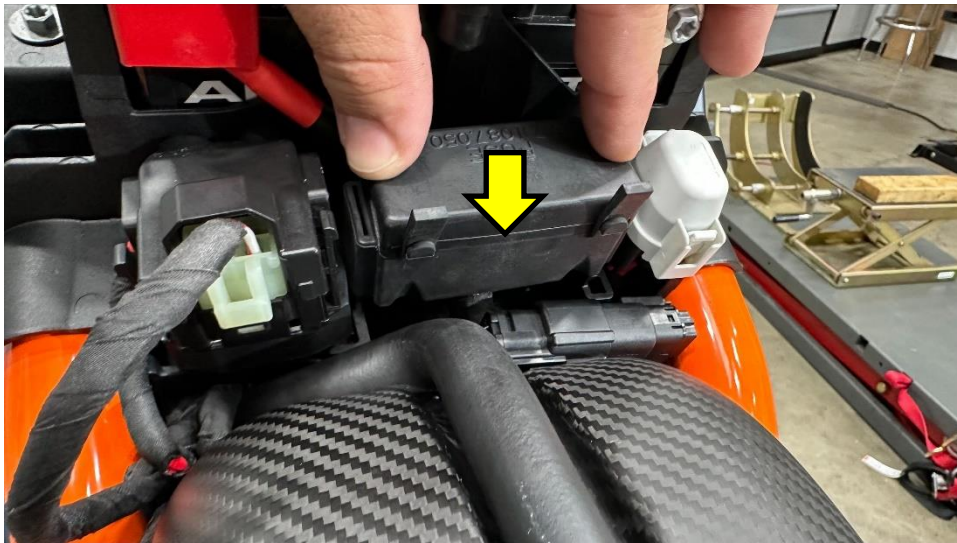
Reconnect the fuel Line.



Push the fuel line (1) **ON** firmly and push the green clip (2) **UP** to LOCK the fuel line to the fitting.



Push the fuse holder back into place, lining up the plastic tabs as you push DOWN.



INSTALLING THE LEFT-SIDE SUBFRAME

Study the images below portraying where the wiring harness and seat latch cable should be routed before reinstalling the LEFT-HAND subframe. Once you understand how these items are now routed, prepare the LEFT-HAND subframe accordingly and reinstall it.

HARNESS AND TEMP SENSOR EXTENSION

The temperature sensor plug should be routed as shown below with the main harness on the inside of the frame and the extension coming out from the upper part of the triangle in the frame.



UPPER VIEW OF WIRING HARNESS

The harness to the back of the bike should travel below the seat latch mount and seat support bumper.



SEAT LATCH CABLE ABOVE WIRING HARNESS

The seat latch cable should travel over the wiring harness and down the LEFT-HAND cross member.



The **SEAT LATCH CABLE** should then run **BEHIND** the tubes as shown below and not be pinched anywhere. Place (2) zip ties at the black hash marks shown in the pic below.



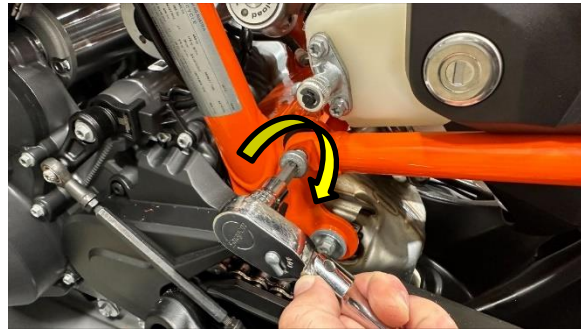
Tuck the alarm connector with rubber boot into the pocket on the subframe, as shown.



(T45 TORX) Line up the (2) mounting holes and install the M10 x 20mm (top) and M10 x 35 (bottom) subframe bolts. Torque them both to 45nm.

TOP

BOTTOM



(4mm Allen) Install the air temp sensor and plug in the connector.



(T20 TORX) With the EnduroCell, you will not re-use the OEM plastic rear lower panel.

Remove the rear brake light, rubber grommets, and screws.



The stock rear lower panel will not be reused.



Locate the included hardware and remove the Aluminum brake light bracket and Hex Aluminum cross member with 2 threaded holes, and the (2) M5 x 10mm button head TORX bolts.



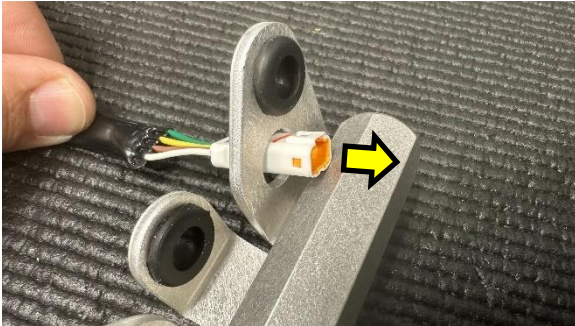
(T25 TORX) Set the brake light bracket on top of the Hex Aluminum and install the (2) bolts, as shown below.



Install the stock rubber grommets and install the brake light.



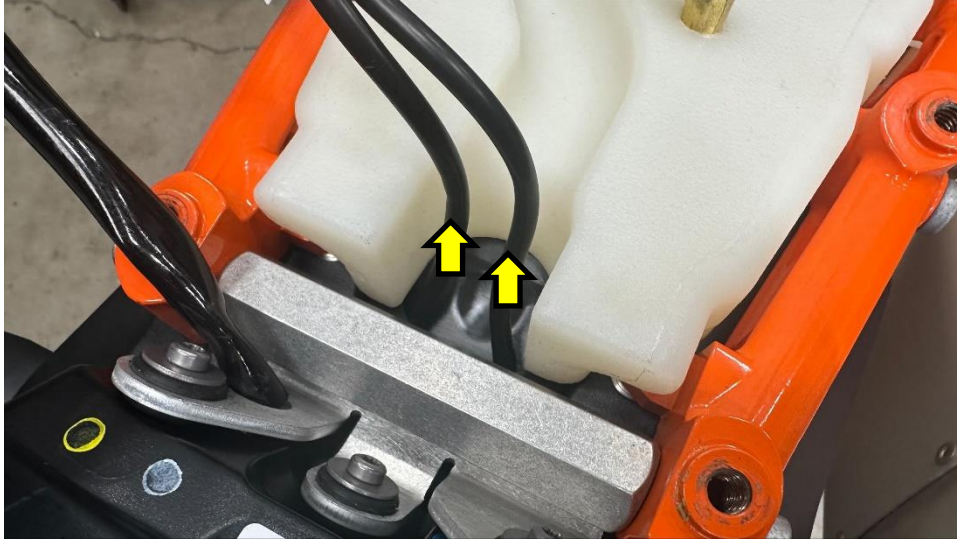
(T20 TORX) Pass the rear brake light plug through the remaining hole and bolt the rear taillight to the bracket.



(T45 TORX) Install the rear subframe bolts to the new rear brake light assembly as shown below and lightly tighten the bolts. Locate your rear fender and place it on the subframe to use as a guide to position the taillight and fully tighten the hardware. **DO NOT** bolt the rear fender on yet.

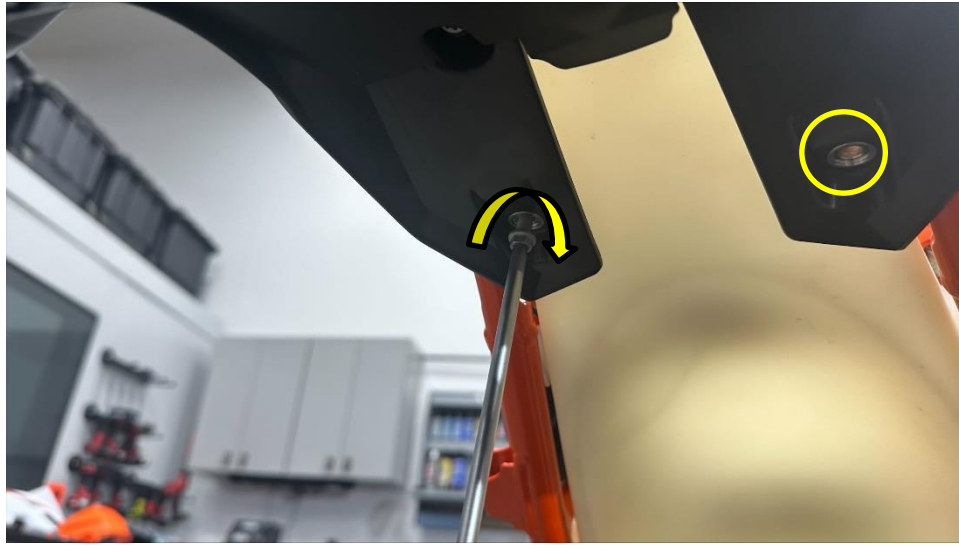


Locate the rear taillight section and guide the blinker wires up through the cutout in the EnduroCell.



(T30 TORX or 8mm socket) Install the stock license plate bracket with the (4) M6 x 16mm bolts.

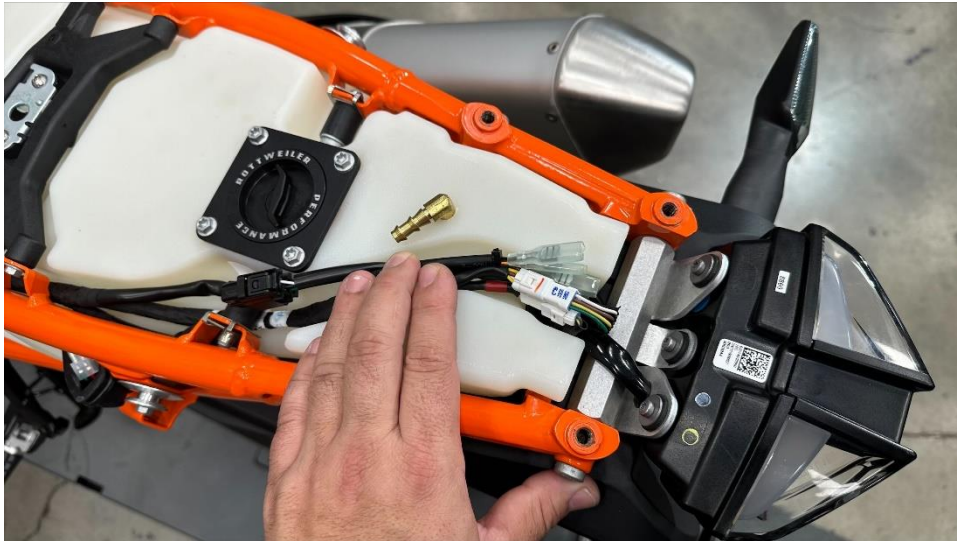




Find the white connectors - brake light and turn signals and make the proper connections. You will want to test the turn signals to make sure they are connected properly. **RED** = Left Blinker / **GREEN** = Right Blinker.



Lay the wires into the depression of the EnduroCell.



(T30 TORX or 8mm socket) Reinstall the (2) RIGHT-SIDE seat latch bolts.



(T45 TORX) Reinstall the LEFT-SIDE Passenger Foot peg bracket. Start with the larger (2) M8 x 20mm bolts to the subframe.



(T30 TORX) Install the (3) M6 bolts - (1) 16mm bolt for the LEFT-SIDE passenger foot peg bracket and (2) 12mm bolts for the subframe cross support.

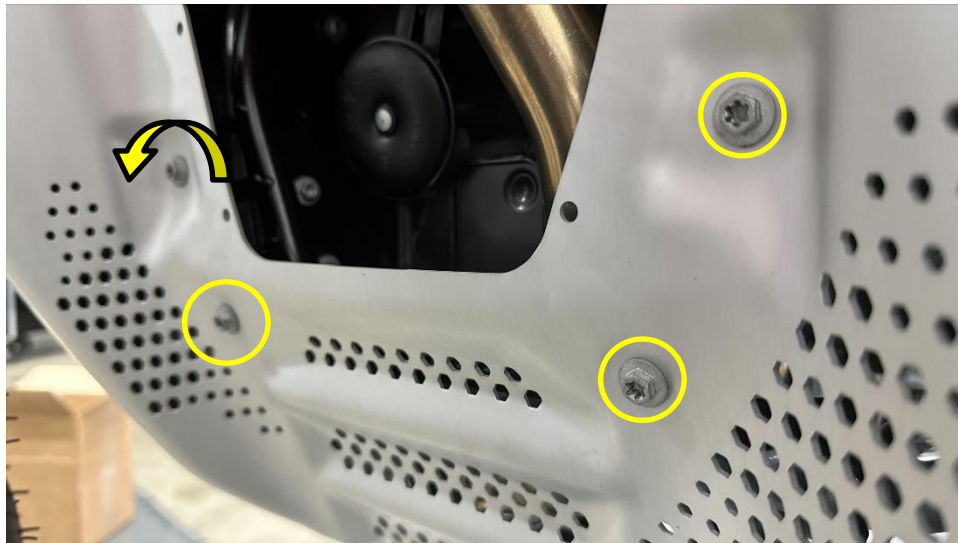


PLUMBING THE ENDUROCELL

ROTTWEILER PERFORMANCE

The Rottweiler Performance EnduroCell 1.8 works as an additional capacity by tying into the stock fuel system much the same way as the lower portions of the stock fuel tank tie into one another with the crossover fuel line that exists just in front of the lower motor. The right and left side of the stock fuel tank equalize each other through this line and simply pumps fuel to the fuel injectors from the left side of the tank. The EnduroCell 1.8 simply gravity feeds into this crossover line as a third unit and contains a one-way check valve so that the higher level of fuel in the stock fuel tank cannot backflow into the lower mounted EnduroCell when filled. When the EnduroCell 1.8 and stock fuel tanks are completely filled, the EnduroCell 1.8 will remain full until the level of the stock fuel tank is equal to the level of the EnduroCell 1.8, at which point all fuel tanks will drain equally and at the same level. The spigot at the front left side of the EnduroCell may be shut off so that only fuel from the stock fuel tank is consumed and the EnduroCell 1.8 stays full. This is helpful for riders who may have luggage and only want to fill the tank when absolutely necessary or want to save the fuel for another rider who wasn't smart enough to get themselves an EnduroCell 1.8 of their own.

(T30 TORX and 8mm socket) Remove the skid plate and lower engine guards.
Remove the (4) front facing flange head M6 x 10mm bolts.



Remove the rear (2) M6 x 8mm bolts.



The skid plate and engine guards can be removed as one piece.



This drain will need to be popped out of the skid pan and reinstalled when the skid pan is reinstalled.



Close both RIGHT and LEFT-SIDE fuel Petcocks on the stock fuel tank.

RIGHT SIDE **CLOSE!**



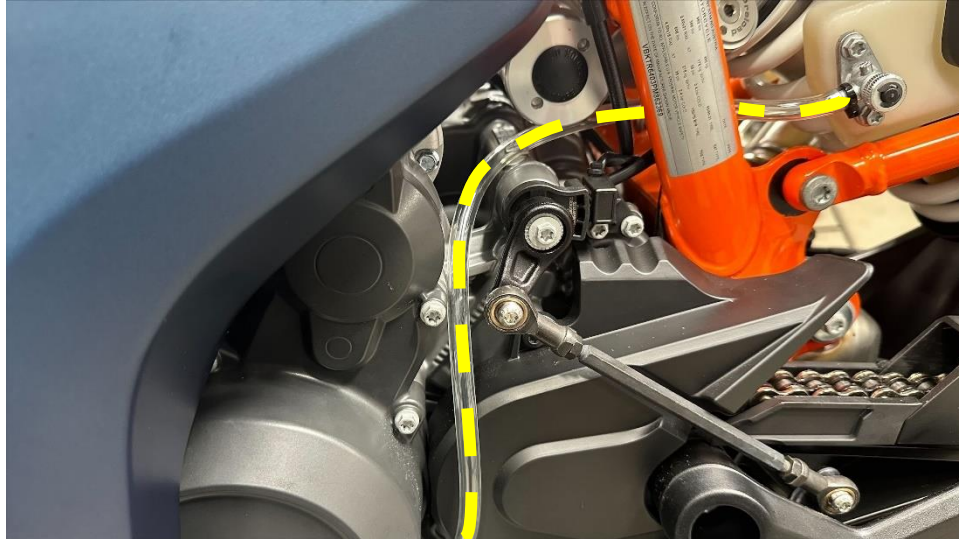
LEFT SIDE **CLOSE!**



Install the clear fuel line onto the EnduroCell 1.8 fuel Petcock. (Leave it long and do not cut any portions yet) Route the line **BEHIND** the frame and use (1) **zip tie** to secure the line to the petcock.

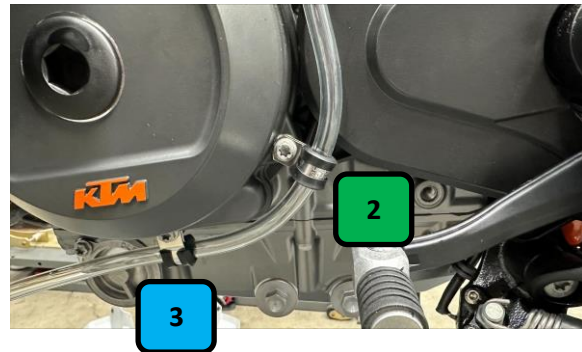
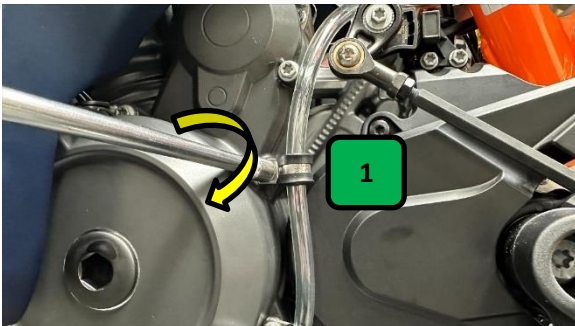


Route the line in front of the shifter linkage and down to the ignition cover.

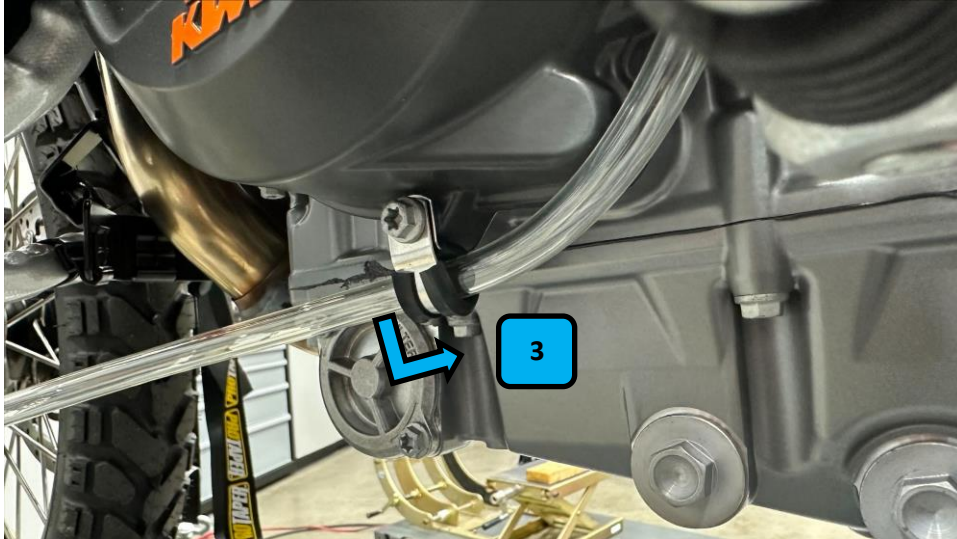


Use the (3) cushion loop clamps to attach the fuel line to the ignition cover in the places shown below. Remove one bolt at a time and secure the fuel line in place. The upper two cushion loop clamps will be pointing **OUT** and the forward most cushion loop clamp will be pointing **IN**.

Begin by installing the cushion loop clamp on to the line. Then remove the bolt, insert it through cushion loop clamp and reinstall. Continue this method for all (3) clamps.



Turn the forward most cushion loop clamp the opposite direction of the other two, so that the fuel line is positioned closer to the engine.



Locate the zip tie on the stock fuel line to the LEFT-SIDE petcock and cut it off.



MAKE SURE BOTH FUEL VALVES AT THE BOTTOM OF BOTH SIDES OF THE STOCK FUEL TANK ARE CLOSED AT THIS POINT OR THE FUEL WILL NOT STOP DRAINING! DON'T BE THAT PERSON. NO ONE WANTS TO BE THAT PERSON...

Find a good spot roughly 2" (50mm) away from the LEFT-HAND spigot and cut the stock fuel line in the straight section with proper hose cutters. Some fuel will come out of the line, so be prepared with an absorbent towel. Then make a second cut on the inside crossover piece removing about 1/2" (12mm).



Second cut on the inside crossover piece removing about 1/2" (12mm).



Install the brass T fitting by pushing the barbed ends into the stock fuel line. The two stock black fuel lines will run in-line and the clear fuel line will connect to the other leg.



Measure the clear fuel line by holding it up to the brass fitting and cut it to length. Approx Length if you follow this routing of Clear Fuel Line from EnduroCell Petcock to T fitting = 25-26" (63.5 - 66.5cm) Long.



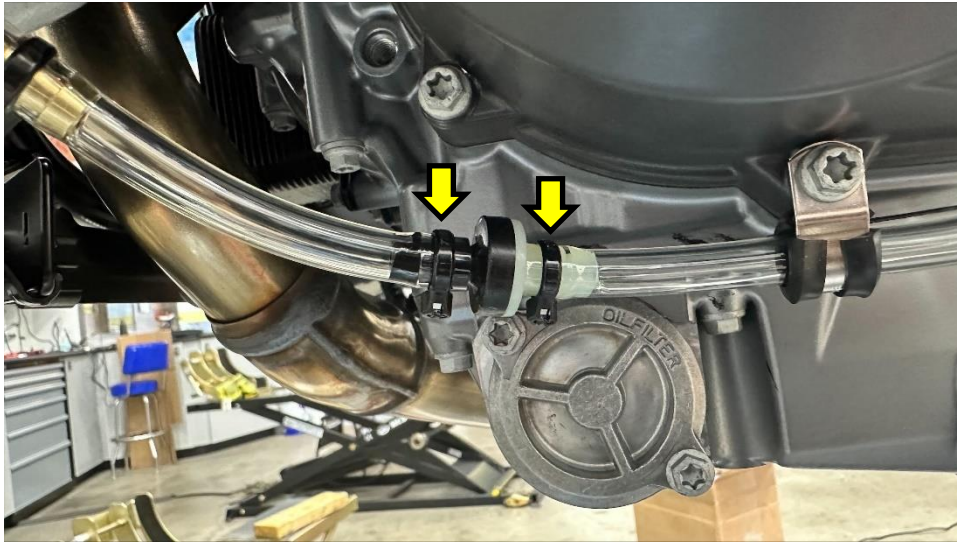
Install the clear fuel line to the other end of the T fitting and secure all hoses with (3) of the included zip ties and add (1) zip tie around the two fuel lines, as it was stock.



Cut a small section out of the clear fuel line between the brass T fitting and the P clamp on the ignition cover and install the one-way check valve with the black colored side pointed towards the brass fitting. This is the direction of flow. This check valve will keep the main fuel tank from trying to backflow into the EnduroCell when it is filled to the top.



Add (2) zip ties to each side on the check valve.



ENDUROCELL VENT LINE

The remaining section of clear hose will be used for the EnduroCell vent line that allows air to replace the draining gasoline that is being consumed. **DO NOT** put a one-way check valve on this line! The fuel tank needs to breathe in both directions and will bloat in hot conditions if the gasses cannot escape, causing backflow to the main fuel tank and over pressurization.

The preferred method is to tap into the breather line that travels from the stock gas cap to the charcoal canister with the second brass T section so any escaping fuel vapor will be absorbed by the emissions system as they are intended to be and in the case of a tip over fuel will not escape. If you have removed the charcoal canister, follow OPTION 1 below. If you have not, follow OPTION 2.

OPTION #1 - VENTING TO ATMOSPHERE (PAGE 52-57)

Follow this option if you have no emissions systems present on the bike.

OPTION #2 - TYING INTO THE EMISSIONS SYSTEM (PAGE 58-73)

Follow this option if the emissions systems are still present.

The EnduroCell vent fitting is located at the rear of the tank, at the highest point for proper venting.



OPTION 1 - VENTING TO ATMOSPHERE

Begin by installing the clear vent line between the subframe and EnduroCell and run it to the rear vent fitting, routing the line along the wiring harness.



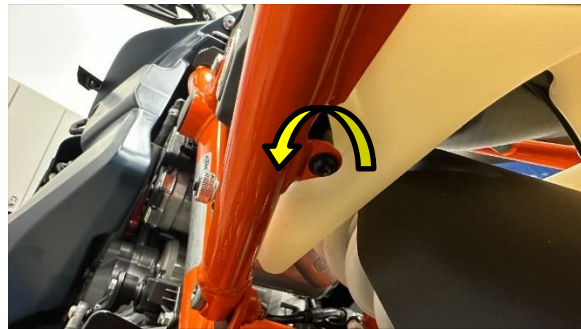
Using glass cleaner or something comparable as a temporary lubricant, run the vent line down with the seat release cable. The vent line should follow the pattern below but on the inside of the subframe tubes and tabs.



Carefully run the clear vent line behind the tab and grommet.



(T30 and T20 TORX) Remove the bolts for the lock cover.



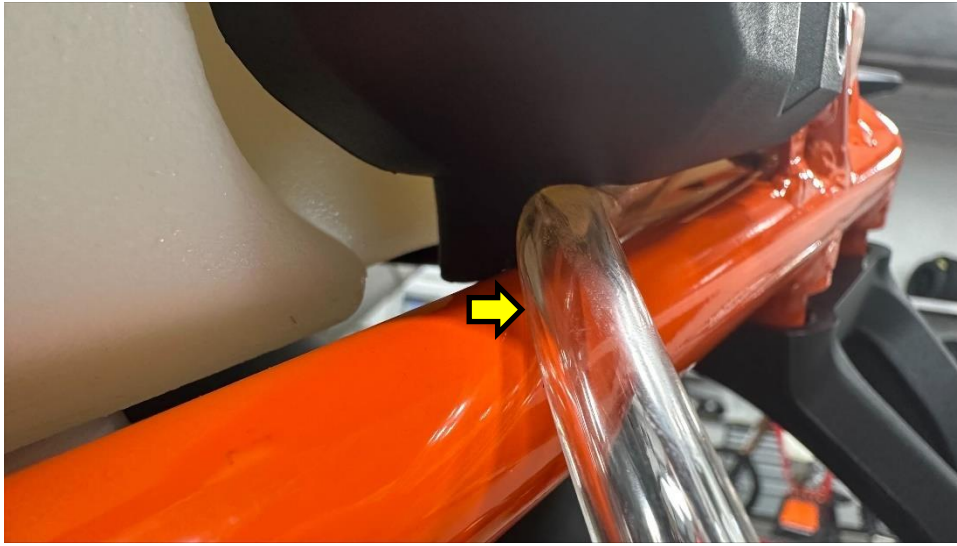
Pull the lock cover temporarily out of the way.



Run the clear vent line down along the subframe and below the petcock.



Re-install the lock cover routing the vent line outside of the lower lock cover mount.



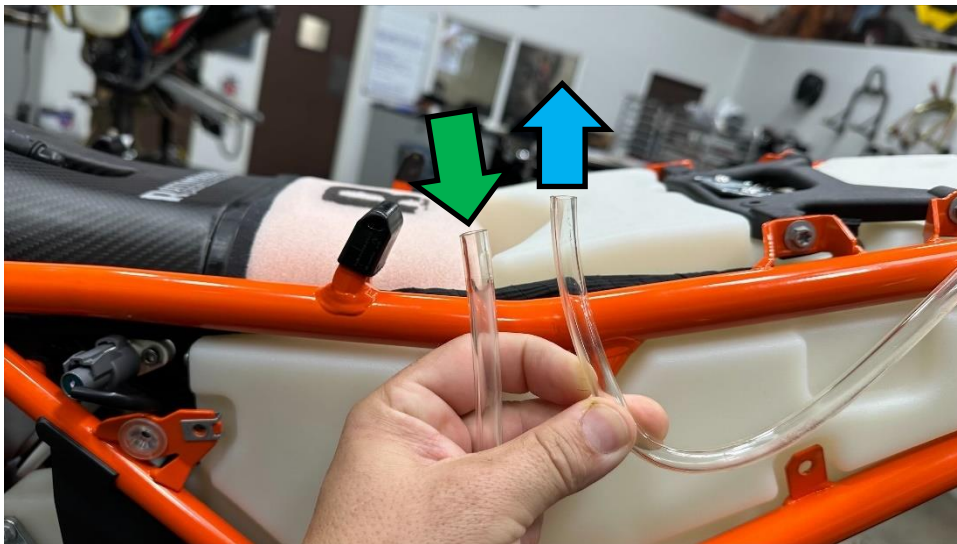
Re-install the lock cover and make sure the vent line is not pinched anywhere.



The image below shows the final routing of the vent line routed between the lock cover piece and subframe, below the EnduroCell petcock, and with the fuel line, behind the frame and down to the ignition cover.



Before connecting the line to the vent fitting and zip tie to the fuel line, check to make sure the vent line is not pinched, kinked, or restricted. You can **blow air** through one side and check that it flows out the **other end**.



Once you have insured that the vent line flows freely, continue connecting to brass vent fitting on the EnduroCell.



Follow the same path as the fuel line, and use (3) zip ties to attach the vent line to the fuel line - above each P clamp for a uniform attachment.



You may now skip to the FINAL INSPECTION section at the end of this document.

OPTION 2 - TYING INTO THE EMISSIONS SYSTEM

Tying into the stock emissions system will require the fuel tank to be removed. Follow the steps below to complete this configuration.

MAKE SURE BOTH FUEL VALVES AT THE BOTTOM OF THE STOCK FUEL TANK ARE STILL CLOSED!

RIGHT SIDE **CLOSE!**



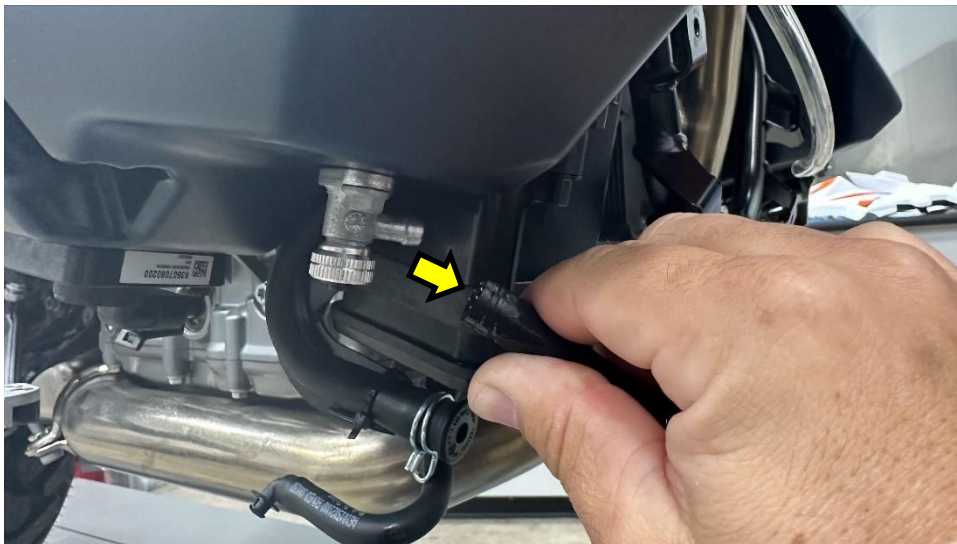
LEFT SIDE **CLOSE!**



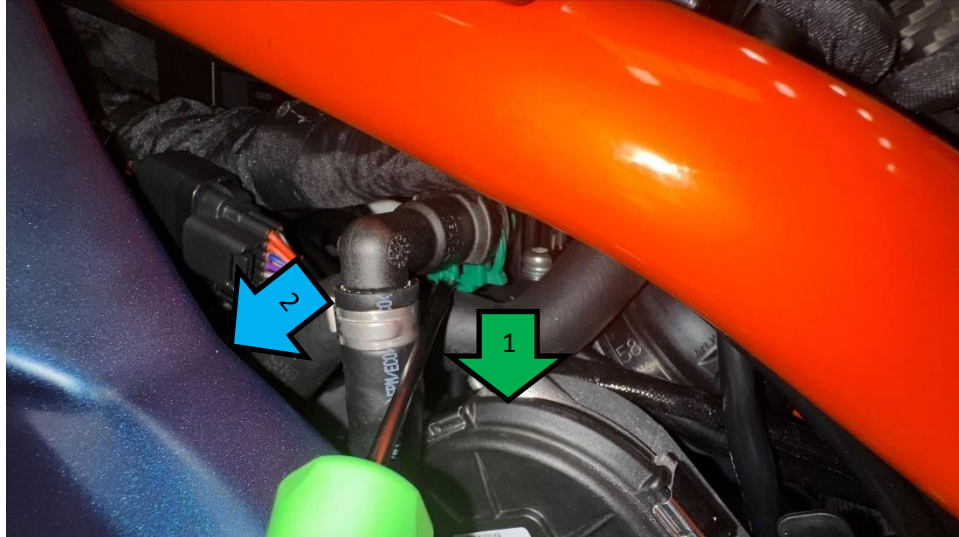
RIGHT SIDE OF FUEL TANK: Unplug the fuel level sending unit.



(SPRING CLAMP PLIERS) Remove the fuel line from the RIGHT-SIDE petcock.



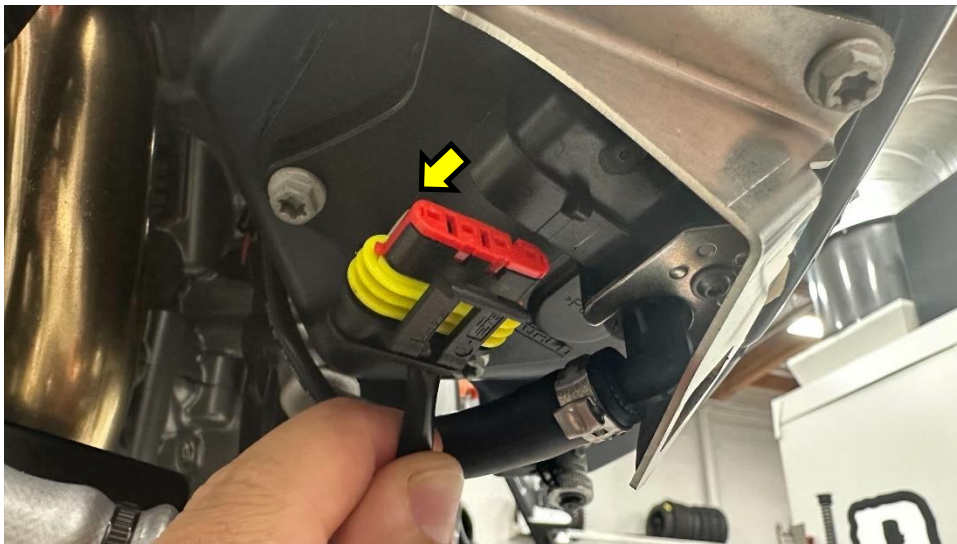
LEFT SIDE OF FUEL TANK: Unplug the fuel line connector at the throttle body by pulling down on the **green locking tab** where the fuel line attaches to the throttle body and **pull it out**.



(SPRING CLAMP PLIERS) Disconnect the fuel cross over line from the LEFT-SIDE in the same manner as the RIGHT-SIDE once again making sure the petcocks are closed.



Disconnect the fuel pump connector.



(6mm Allen) Remove the (4) fuel tank bolts / outer washer and rubber grommet - (2) on top, and (1) per side behind the radiator.

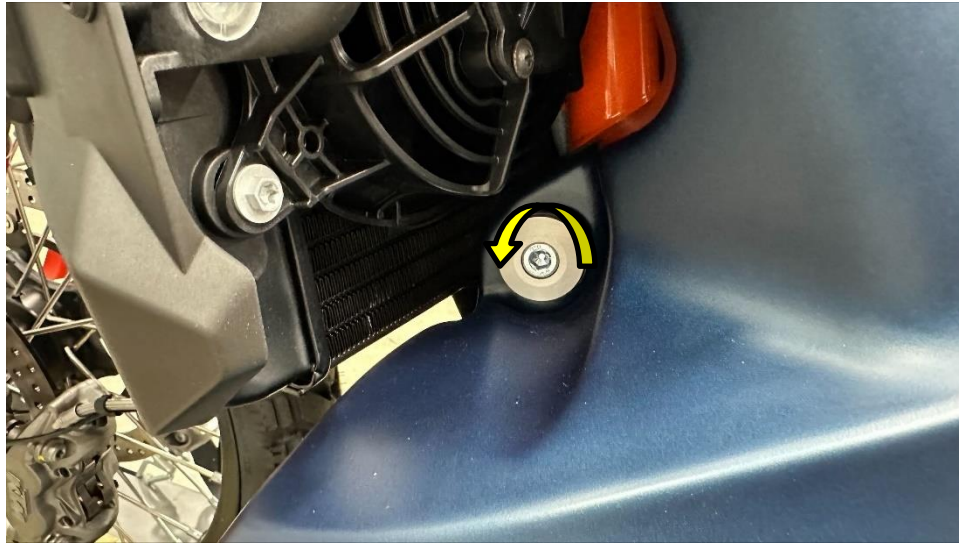
TOP(2)



RIGHT-SIDE



LEFT-SIDE



Remove the black plastic fuel vent cover.



Remove the two lines at the front of the fuel filling cap.

NOTE: The Line on the LEFT is Marked "A" and the line on the RIGHT is marked "D". The line marked "A" will be the one you will tap into with the second 'T' junction later. If you cannot find any marks on the hoses, make a mark of your own before removing them so you do not get mixed up.

REMOVE THE LEFT 'A' LINE



REMOVE THE RIGHT 'D' LINE



The fuel tank is also labeled A | D for reference when reconnecting.



Remove the tank. Lift up and pull back slowly, making sure the fuel line does not get caught and nothing is still attached.

NOTE!: The rubber grommets on the insides of the fuel tank at the mounts are notorious for falling out and getting lost. It is a good idea to remove these BEFORE removing the fuel tank, so they don't hit the floor and roll off to Never Never land.



Connect the line to the brass fitting.



Route the clear vent line under the rubber bumper.



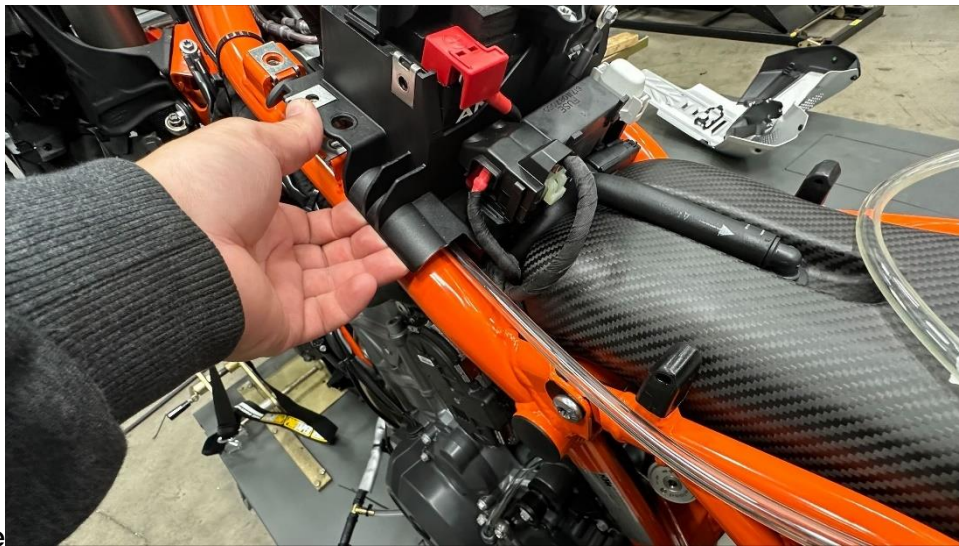
Run the clear vent line under the seat latch.



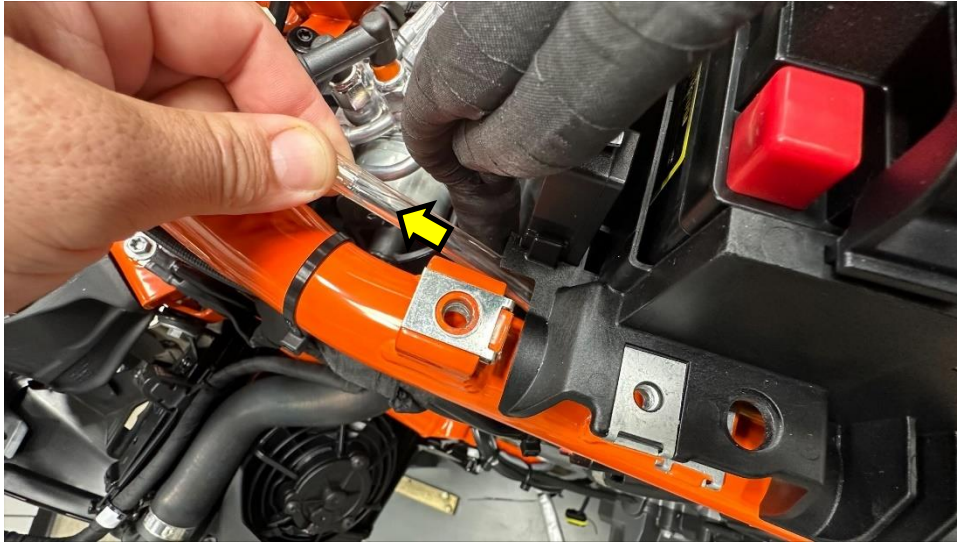
(T30 TORX or 8mm socket) Remove the (2) battery tray bolts.



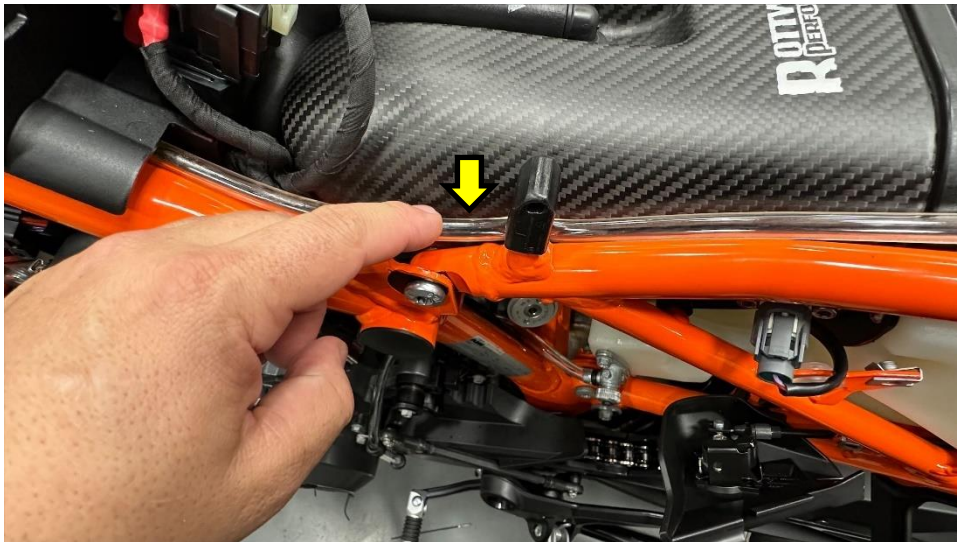
Lift UP on the battery tray and push the hose under and forward.



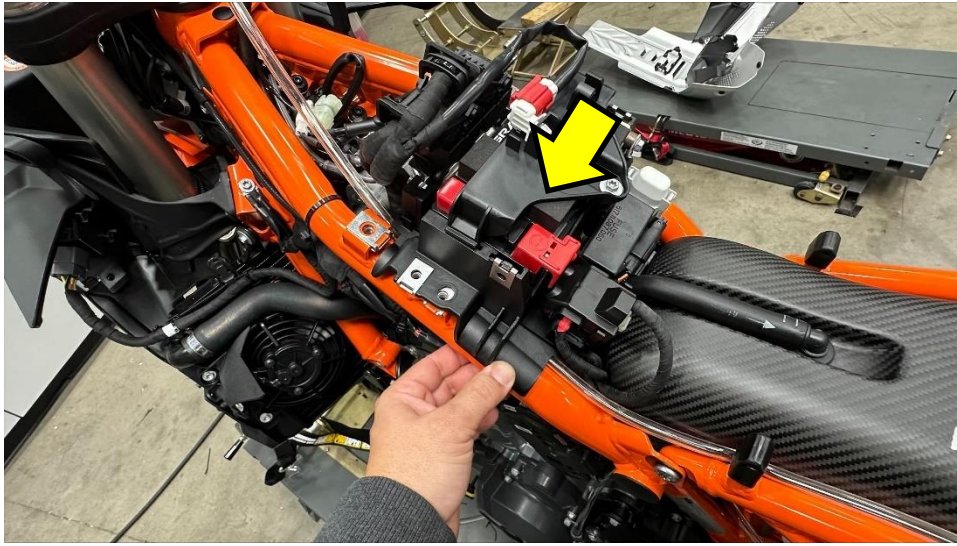
The vent line should come out in this corner. Work it around the tab on the frame and pull out the remaining slack.



Push the vent line down along the intake.



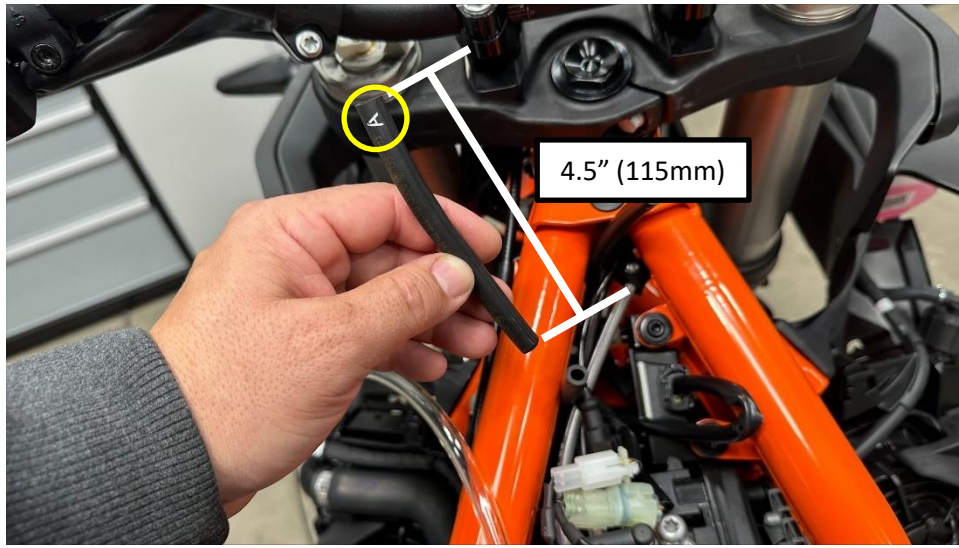
(T30 TORX) Reinstall the battery tray making sure the vent line is not pinched.



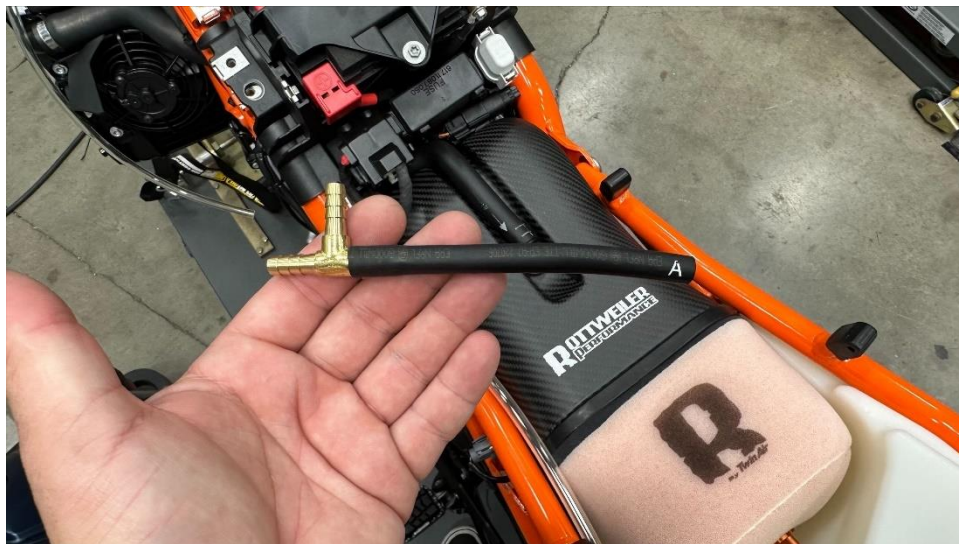
Run the vent line all the way up next to the stock fuel tank vent lines “A” and “D”.



(HOSE CUTTERS) Pull the line “A” out enough to cut at about 4.5” (115mm) down from the top being careful not to lose the bottom part of the cut hose into the frame.



Install the brass “T” fitting, positioning the “A” mark at the opposite end so that it is visible when re-installing onto the fuel tank.



Reinstall the brass fitting in the “A” hose as shown below, then cut the clear breather line so that it fits the third leg of the brass “T”.



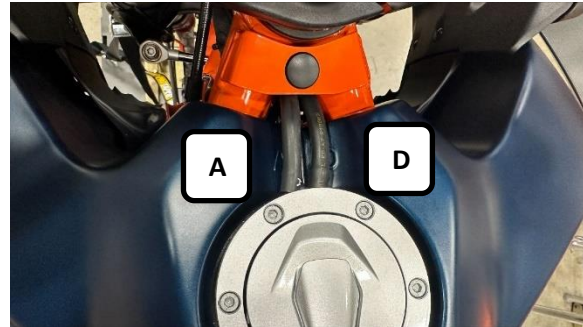
Push the line DOWN - under the clutch and brake lines.



Both fuel tank vent lines are now ready to be reconnected to the fuel tank upon assembly.



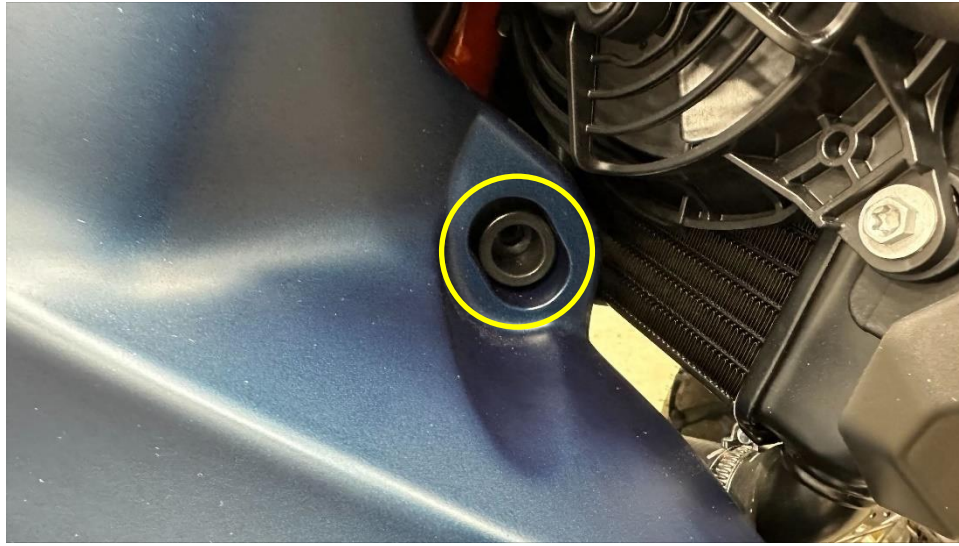
Re-install the fuel tank and connect the vent lines “A” and “D”.



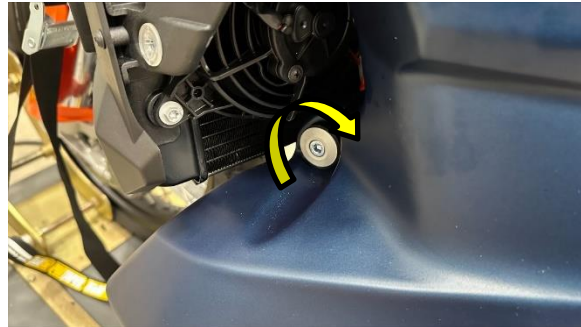
Install the rubber fuel cap trim piece by pressing it back into position.



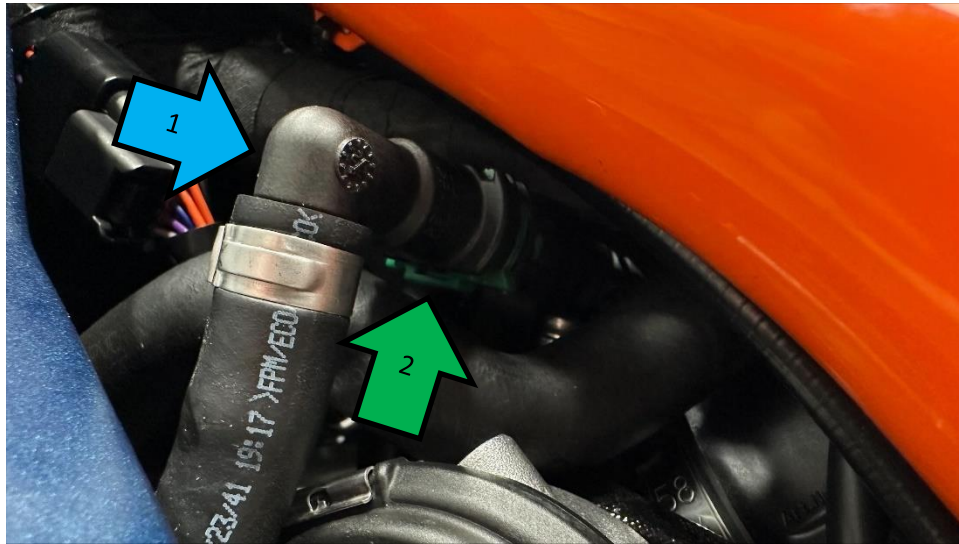
Install the inner rubber isolators in all (4) mounting points.



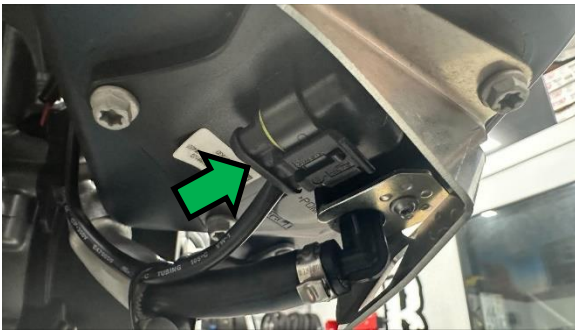
(6mm Allen) Install the (4) outer isolators with special washer and bolt.



Push the fuel line (1) **ON** firmly and push the green clip (2) **UP** to LOCK the fuel line to the fitting.



LEFT SIDE - Reconnect the fuel **pump plug** and LEFT-SIDE **fuel line**.



RIGHT SIDE - Reconnect the **fuel Level sending unit** and RIGHT-SIDE **fuel line**.



FINAL INSPECTION



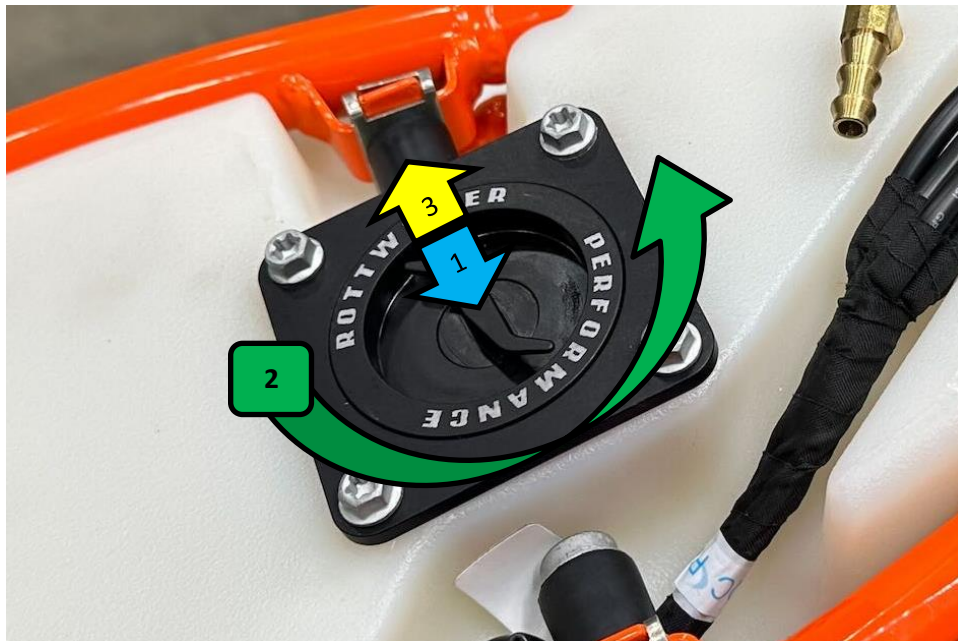
Retrace all your work and ensure that everything outlined in this instructional has been completed accurately. At this time and before reinstalling the parts listed below, it is a good idea to put some fuel into the EnduroCell 1.8 and once again inspect that the system is free from ANY leaks whatsoever and is functioning as intended BEFORE the parts below are reinstalled so that if there are any issues they can be rectified with ease.

Reinstall the remaining parts below.

- Skid Plate
- Side Shrouds – LEFT and RIGHT
- Rear side pods – LEFT and RIGHT
- Rear fender and luggage rack
- Battery Cover
- Seat

OPERATING THE FUEL CAP

The Rottweiler Performance EnduroCell 1.8 billet fuel caps are made in house in the U.S.A. and can be operated simply by depressing the (1) **center knob** and (2) **twisting counterclockwise** 90 degrees and (3) **pulling out**. For reinstallation, simply line up the locking bar with the open slots in the receiver, push down and rotate clockwise until the knob snaps into its groove, signifying that it is locked into place.





TIPS AND TRICKS

Your EnduroCell should offer you years of trouble-free use. If for any reason you have questions or need replacement parts, please don't hesitate to contact our support team Monday through Friday, 8am to 5pm, Pacific Standard Time.

For the adventurer who may be carrying luggage that may make it difficult to remove the seat to fill the EnduroCell 1.8, it is recommended to close the valve at the front LEFT-HAND side of the fuel tank after filling. This will keep the fuel from being consumed and the motorcycle will operate just like stock, only consuming fuel from the main fuel tank. Using this method allows the rider to only use the extra fuel when absolutely necessary, allowing for fewer fill ups. If this method is not followed, the EnduroCell 1.8 will begin to empty when the stock fuel level reaches the same level as the EnduroCell 1.8 and if the valve is left open.

Closing the valve may also be handy for carrying fuel for a riding buddy who may not have the range necessary for the planned ride. Carry a short piece of spare fuel line hose and use it to connect to the EnduroCell 1.8 valve by disconnecting the main line, installing the spare line and drain the fuel into a container that can be transferred to the other rider.

NOW GO RIDE!