



FuelCel

Light weight composite fuel tanks

Ducati 848/1098/1198

Installation instructions

Stock weight = 10.5 lb

Large capacity Fuelcel is 4.5 pounds = 6.0 lb lighter
21.27 liters or 5.62 gallons capacity

Std capacity Fuelcel is 4.12 pounds = 6.38 lb lighter
16.3 liters or 4.3 gallons capacity
(add .5 gal or 1.9 liters when running a dry break)

1. All though every precaution is taken in the manufacture of your new FuelCel, in house testing procedures unfortunately cannot reproduce the dynamic conditions of the installation on the motorcycle. Under certain conditions of vibration, heat and gasoline, a minute pinhole can develop in rare cases that escape our detection. We are more than willing to repair a leak that might develop so long as the following procedure is done first.
2. Install all necessary plumbing and hardware for the mounting, install on the bike then fuel it to capacity and run at least half of it through by running the engine, **BEFORE PAINTING** the tank.
3. Field repair procedure as performed by the factory is outline below for latent pinhole migration. (Extremely rare)
4. **FuelCel repairs** can be made in certain instances if you damage your Fuelcel. Generally if 30% of the exterior surface is damaged it will be considered totaled.

INSTALLATION INSTRUCTIONS

- **Do not paint** the face where the Fuel Pump gasket seats (the white primed area). **BE SURE NOT TO SCRATCH GASKET SURFACE WHEN INSTALLING PUMP!**
- Cap functions as the vent.
- Be careful installing nuts and do not over torque the Fuel Pump & Front Mounts. Hand torque with a nut driver is sufficient.
- Use the stock rubber grommet for the rear mount.
- Apply a little grease to the front bayonet pins.
- **You will have to trim the lip around the stock plastic side covers about 3/16 shorter where it fits into the side of the tank groove, also a little window just above the seat retention pocket.**
- Be sure that the tank is not being rubbed at any point by frame or other hard surface, puncture from abrasion can occur in a short amount of time.
- **WARNING! - WARNING! – WARNING! When removing and reinstalling the fuel quick disconnects, the o-rings can easily become cut by the barb receivers on the pump body allowing fuel to leak under pressure when the engine is started! While the pump body is being transferred to the new tank, deburr the line receivers to reduce this possibility. Check for leakage once engine is started for the first time.**
- **WARNING; Composites are not "malleable" like metal, since weight reduction is the main goal of the FuelCel design, rupture of the tank can occur instead of denting.**
- **This Fuel tank is sold without Warranty expressed or implied by the manufacturer and its final suitability for use is determined by the operator of the motorcycle on which it is installed. 1/1/99**

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PAINTING INSTRUCTIONS AND PRECAUTIONS

5. All though every precaution is taken in the manufacture of your new FuelCel, in house testing procedures unfortunately cannot reproduce the dynamic conditions of the installation on the motorcycle. Under certain conditions of vibration, heat and gasoline, a minute pinhole can develop in very rare cases that escape our detection.
6. The outer surface of tank is sprayed with a thick coating of catalyzed polyester primer. **THIS BUFF TAN COLOR MUST NOT BE SANDED THROUGH.** Underneath this tan layer is a white epoxy primer, **DO NOT** sand through this white primer as the structural matrix is just below it. Sanding through the white primer can cause leaks to occur, especially around the bottom edges of the tank.
7. If your tank has a place for the pump to bolt on, IE: 999-749, GSXR, 1098, etc. **DO NOT PAINT OR PRIMER THE WHITE PRIMER AREAS.** This can cause the pump to not seal. These areas a precision molded within thousands of an inch and must be maintained as is, also **DO NOT SCATCH** these surfaces.
8. The warranty covers the repair of the tank and **not the cost of painting** should a leak occur after painting. Be sure your painter follows these instructions above after testing the tank on the bike first.
9. We are more than willing to repair a leak that might develop so long as the following procedure is done first.
10. **TESTING THE TANK PRIOR TO PAINTING.** Install all necessary plumbing and hardware for the mounting on the bike, then fuel it to capacity and run at least half of it through by running the engine **BEFORE PAINTING** the tank.
11. Field repair procedure as performed by the factory is outline below for latent pinhole migration. (Extremely rare)

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11/25/06

Self repair instructions for latent pinhole/s, Factory procedure.

