

Polaris RZR Pro XP 2 Seat Aux Fuel Tank



Notes:

Installation should be double checked after first use for any loose bolts or leaks. Proper installation is key to a successful installation. If you do not feel safe with the installation or the work you performed, we highly suggest having a UTV or performance shop install the kit. If you ever smell gasoline, immediately stop use of the machine and fuel system and locate and resolve the issue. Inspect tank and fittings for any damage before starting the install process.

- When fueling, stop the filling at the last bar on the gauge to avoid overfilling the factory tank.
- The tank will first need to be loosely installed. Do not fully tighten any mounts until all holes have been resized, fitment confirmed, and fittings added.
- Anywhere a bolt mounts to plastic use the thick washer. The 3rd thick washer will go on the door bracket mount. The stainless brackets will use the smaller washers
- 6AN Female cap is only used if you remove the system from the vehicle to cap the bulk head fitting on the fill neck.



Install Instructions:

1. On the back inner passenger side fender of the machine, Locate the factory hole circled in yellow. This hole needs to be drilled out to approx 10mm.
2. Remove seats, clutch access/firewall covers, and both felt corner trim pieces. The bottom passenger door side back and top passenger door side seat belt bolts will be removed.
3. Using the supplied rubber isolator and 2 self tapping screws, secure the isolator to the factory door hinge bracket. Do not over tighten the screws, once snug to the rubber they are tight enough. See image #2 . The isolator will hang over the edge slightly. It is best to pre drill these holes.



4. Remove the cage bolt, We provide a replacement bolt that is an additional 10mm longer to make up for the 8mm in bracketry. Once removed you can install the bolt with brackets attached (leave loose). Circled in yellow Image #3

5. Attach the tank to these top brackets (leave mounting bolts loose).

6. Attach the left side chassis bracket (leave mounting bolts loose). Circled in Orange Image #3

7. At this time you can begin to tighten the bolts until barely snug. This will bring the tank into its correct locations and begin to align holes.

8. With all mounts snug, you can now locate where the hole for the bottom standoff (protruding threaded bung) mount needs to be. The easiest way to do this is to lightly rub oil on the stand off, and from the other side lightly tap the plastic with a hammer into the standoff, this will draw where the standoff is and where you need to drill. Drill this hole to 10mm. Image #4

9. At this time you can remove the bolts, apply loctite, and begin to tighten all mounting points evenly and in random order.

At this time the Tank should be securely tightened into place.

10. 9. Remove the rubber fill neck from the factory gas tank. You can remove and not reinstall the plastic nozzle inside the rubber fill neck.



11. Install the fitting into the tank, use loctite and make sure the copper sealing washer is in place. Circled in red Image #5

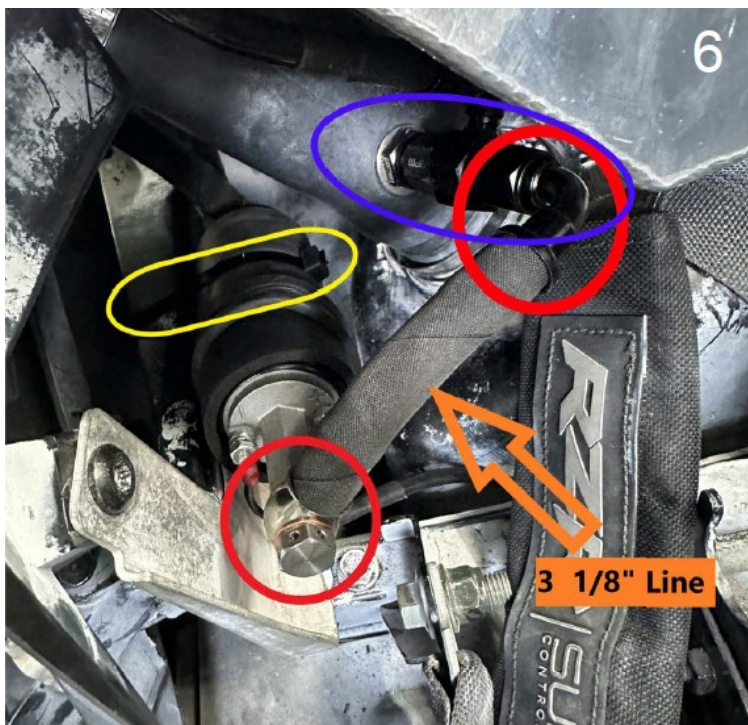
12. Cut 12" of -6an fuel line. Install the fuel line onto the barb and install the fitting onto the tank leaving the bolt loose. Circled in blue.

13. On the other end of the line install one of the remaining stainless barb fittings. This side will attach to the fuel pump. Leave all fittings loose until the fuel pump is secured with clamp. The line will coil up and around the back side of the fill neck. This is to ensure the line is never kinked. Circled in white Image #5

14. Install the fuel pump clamp to the chassis, securing the fuel pump to the chassis. Circled In orange Image #5

15. Once the clamp is secured you may loctite and tighten the fittings in place. Be sure all copper washers are on both sides of the fittings.





16. In addition to the clamp we supply one large zip tie to secure the pump to the chassis. Circled in yellow Image #6
17. Using the last stainless barb fitting, attach the 3 1/8" hose to the 90* AN fitting. Attach the stainless fitting to the fuel pump. Circled In Red Image #6
18. Loosely reinstall the rubber fill neck (no clamps on it)
19. At this time you will loosely attach the 90* -6an fitting to the bulkhead fitting with 2 metal washers, mark where it best aligns with the fill neck. Mark this location.
20. With the fill tube bulkhead location marked, remove the fill neck from the machine.
21. Discard the plastic fill neck interior tube, and drill the bulkhead hole using a 3/8 drill bit (yes this is a smaller hole and should be a very tight fit on the bulkhead). 1 metal washer goes on each side of the rubber tube. Use plenty of loctite on the bulkhead fitting and its securement nut. Once fitted, reinstall the fill neck. Do not tighten then fill neck clamps until the



22. At this time you can secure the stainless fitting, use loctite and make sure both sealing washers are in place. Install the -6an 90* fitting to the bulkhead
23. Route the -4an black vent line from the top of the gas tank fill neck, down the side of the tank. 3/4 of the way down is a threaded hole. Here you will mount the supplied hose holder to the line, and using the supplied hardware attach it to the tank. Loctite the hardware. Image #8



24. Back at the bulkhead fitting you will apply loctite to the supply 90* -4an to 1/8 NPT fitting. Screw it into the Bulkheads port and tighten and align with the direction of the -4n line. Attach the line to



- the fitting and secure the bulkhead fittings. Verify all fuel fittings are secure and tight. Image #9
28. At this time you can verify hose alignment and then tighten the worm gear clamps holding the rubber fill neck.

Wiring

You can now begin to route the wiring harness from the fuel pump to the square chassis bar below the seat mounts. Route it to the center console and wire to the bus bar in the rear. **Red to keyed power NOT CONSTANT POWER.**

You can also run the wiring to the front of the car and use the front busbar for power. These options are dependent on switch location.

The wiring is straight forward. You will run it through the center console, free of any moving items such as the driveshaft and shift mechanism. Use zip ties to secure the harness. The plug will plug into the factory busbar. It is keyed 12v power meaning the pump will only work with the key on. The switch is a momentary switch which means you will have to push and hold the switch to transfer fuel. Never run the harness anywhere that puts strain on it or pinches the wiring in any way

Completed Installation Images

