Roll-Your-Own Wiring Harness Kit Installation
PKT-002

Introduction: Made in USA

This high quality, Powerlet™ kit provides all of the necessary parts to build a "factory" wiring harness for a Powerlet socket. The kit is simple to install and requires little skill to produce a durable wiring harness. The operator can supply power to the battery (i.e. battery charger), draw power from the battery (i.e. heated vest), or monitor the state of charge on the battery using the Powerlet socket.

Required Tools:

1 pair of electrical crimp pliers

Parts List:

- 5ft Red & Blk 14Ga 105c Wire
- 4ft each blk 105c PVC small & large
- ATO Waterproof Fuse-holder
- 15A ATO fuse
- White Connector with Terminals
- 2 - Flag Spade Terminals
- 2 - ¼" Fork Terminal
- 2 - #10 Fork Terminal
- Red & Blk Shrink Tube
- Ty-Wrap(s)

Please read all of the instructions carefully before attempting the construction of this harness. Please have a trained professional install this kit if you are not familiar with these procedures.

Quick Start Instruction:

STEP #1 Review the attached wiring diagram.
STEP #2 Provide a ground for the socket.
STEP #3 Locate a suitable place for the fuse-holder, close to the battery.
STEP #4 Determine the best wire route from the battery to the socket.
STEP #5 Use string to measure the route.
STEP #6 Build the harness.
STEP #7 Install & Test.

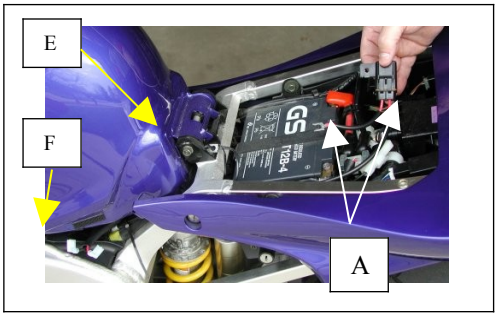
Detailed Instruction:

STEP #1 – Note three sections: 1) Red from the battery plus to the fuse 2) Red from the fuse to the socket and 3) Blk from the chassis to the socket. Select the proper fork terminal ¼" or #10 for your plus battery post [D]. Select which spade terminals will work best for your socket location, straight or flag [B1 & B2].

STEP #2 – The socket will be grounded to the chassis through the black wire [B2-C]. Select your chassis ground point and terminal size [C & E].

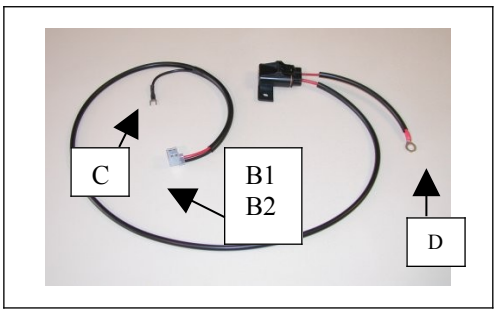
STEP #3 – Look for an accessible location for the fuse-holder [A]. Keep in mind you may need to change a fuse while touring. The fuse-holder also needs to be close to the battery. The wire from the battery to the fuse-holder should not cross any chassis components (so the wire cannot "wear" and short the battery to ground) [A].

STEP #4 – Select a route for the harness. Follow stock wiring harnesses where possible. Do not allow the harness to contact the motor or exhaust [E] & [F].

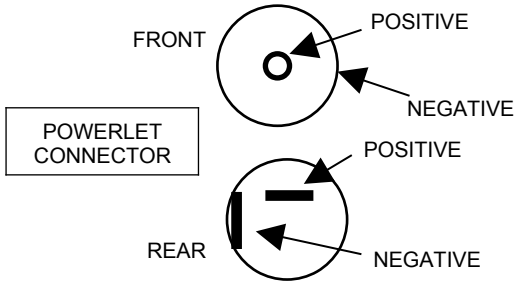


STEP #5 – String can be used to measure the length of wire needed to go from the fuse to the socket [A-F] & the chassis ground to the socket [F-E].

STEP #6 – Cut the wire and sleeving to the measured lengths. If you are unsure cut the wire long, then check the length. Use a pair of electrical crimp pliers to attach the terminals. Slide the red shrink tube on BEFORE you crimp on the fork terminals. Your completed harness will look something like this:



STEP #7 – Install the fuse in the fuse-holder. The center terminal is plus and the outer ring is negative (see dwg below). Connect the short red wire with the fork terminal to the POSITIVE terminal of the battery. Connect the longer red wire with the spade terminal to the POSITIVE terminal of the socket [B1]. The NEGATIVE terminal of the socket is connected to the chassis [B2 & C]. Use Vaseline on the terminals to reduce corrosion. Apply the ty-wraps to the wiring harness & fuse-holder. Use a voltmeter to check if the polarity is correct. Enjoy!



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