

Ducati ST2/ST4 Stock Socket Rewire Instructions

PKT-014

2000-Present



Introduction:

Made in USA

This easy to install, high quality, Powerlet™ wiring harness replaces the low current, thin wiring supplied on Ducati ST2 & ST4 equipped with sockets. The purpose of the harness is to provide a safe means to draw high current through the socket.

The stock wiring is fused at 3 amps for a reason – the gauge of wire used in the factory harness is too small to operate high current loads. Replacing the 3 amp fuse with a too large a fuse can cause the stock wire to overheat. Also the voltage drop in the stock wiring will be large when powering heated clothing.

The operator can supply power to the battery (via a battery charger), draw power from the battery (via heated clothing) or monitor the state of charge on the battery using the replacement harness. The use of heavier wire minimizes the voltage drop in the harness, providing more power at the socket for high current loads (like heated clothing).

The stock wiring harness can still be used for low power devices. Our PKT-027 & PKT-028 dash kits reuse the stock harness and white connector to operate low power devices like radar detectors, cell phones and GPS units. These kits plug directly into the open white connector and locate a socket on or near the dash.

Parts List:

- 1 - Wiring harness w/ 15A fuse
- Ty-wrap(s)

Please read all of the instructions carefully before attempting the installation of this product.

Quick Start Instruction:

- STEP #1** Remove necessary fairings.
- STEP #2** Unplug the stock connector; plug in the new harness.
- STEP #3** Route wires starting at the bracket end and finishing at the battery.
- STEP #4** Look over your work.
- STEP #5** Check the polarity & test.
- STEP #6** Put everything you took off back on.



Detailed Instruction:

STEP #1 – Remove the seat, front, right side, & left side tail fairings. See the Ducati service manual.

STEP #2 – Locate the white connector on the back of the stock socket. Unplug this connector and ty-wrap it into a safe location. Plug the new wiring harness into the back of the stock socket. The center terminal is plus and the outer ring is negative (see dwg below). Apply either dielectric grease or Vaseline to the terminals.

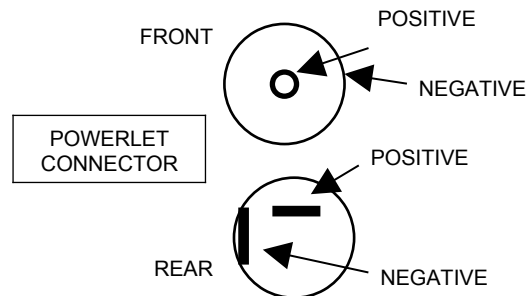
STEP #3 - The harness is designed so the wires leave the connector toward the back of the bike, (this way they will not be seen). Loop the wires up through the gap between the frame & the engine controller (or storage bin). On the left side there is a small gap; do not pinch the wiring. You will need to remove four screws on the engine controller to accomplish this. Next cross over behind the engine controller (or storage bin). Re-tighten the engine controller. The harness is now routed toward the front of the bike [A]. Loosen right tail fairing front clip screw & pass the wiring harness under it [B]. Route the harness between the frame and the engine going towards air box. Using a ty-wrap attach the fuse holder to the back, right, air-box post [C]. In this location the fuse can be easily accessed under the tank. The ground wire is attached to a gas tank hinge bolt [D]. Connect the two wires as follows:

RED WIRE = BATTERY POSITIVE
BLACK WIRE = GAS TANK HINGE BOLT



STEP #4 - Apply the remaining ty-wraps in useful locations. **Do NOT allow the harness to directly contact the motor or exhaust.**

STEP #5 – Install the fuse in the fuse-holder.



STEP #6 – Use a voltmeter to check if the polarity is correct. **Replace fairings & seat. Enjoy!**