

Hello,

We hope you like your cables. If you have any problems, please let us know and we will take care of it.

A FEW INSTALLATION NOTES (and you thought this would be easy):

1. These cables have been built with intentional **offsets in the lugs**. Notice that the offset matches the physical orientation of the studs on the battery, solenoid, starter motor and ground screw. The short red cable has a 90deg offset and the two other cables have 180 deg offsets, this will aid in the installation, there is no need to twist the cables.
2. I included a package of three **replacement boots in the initial shipments**. These were Blue Sea Systems part number 4008. I no longer include these. Reusing the stock Ducati boots works very well. For my bike I reused the stock Ducati boots. I slid them off of the stock cables and back on the new cables with a little grease. Either way should work fine, you can purchase new boots if you wish from any on-line marine supplier like Boat US.
3. I have also included some dielectric grease.
4. Remove the **white connector** located on the back of the solenoid under the two power studs. Use dielectric grease to coat the contacts and replace the connector. Use a tie-wrap to hold the white solenoid connector in place. A few ST-listers have noted that this connector has a tendency to fall out. If it does this will keep the bike from starting. :-(
5. Snipped from one of Mikes emails: "Coat the lug contact surfaces **BEFORE** assembly. Commonly it is thought that since **dielectric grease** is non-conductive that it should be applied after assembly but this is incorrect. The dielectric grease will be squeezed out when the nuts are tightened (or the crimps made) and metal-to-metal contact will not be hindered. The advantage is that small pits and crevices will now be filled with the dielectric grease; this will resist corrosion much better than simply smearing it on the exterior."
6. **Connect the short red wire to the battery post last.** "Why?" you ask. A. The solenoid end of short red wire will be "hot" if you connect the positive post first. While tightening the solenoid terminal the wrench could contact the engine or chassis causing an un-fused short. You probably do not want this project to get that interesting.
7. On some of the Ducati motorcycles the **terminal on the starter motor is pointed down and toward the back** of the bike. Again you ask "why"? A. This will keep the wire from rubbing on the lower battery tray support. If the wire rubs through the insulation there will be a short to ground. The wire can be put back in the clip on the bottom of the battery tray but it is a tight fit. Carefully squish the wire flat first with pliers (protect the wire with a rag if the jaws of your pliers are sharp), do not cut the insulation trying to get it inserted, if you do heal it with shrink tube.
8. Since the stock steel ground lug bolt has a tendency to oxidize and freeze into the aluminum engine case after a few years, I recommend replacing it with a **stainless ground bolt** to avoid future removal problems. You will need a 8mm bolt about 12mm long with a washer. This hole is tapped through so moisture gets in from the back- side. To loosen, try having a second person tap against the terminal using a long rod (inserted from the left side of the bike) while you apply medium pressure to the allen head.
9. **Enjoy!**