

Introduction:

Made in USA

This easy to install, high quality, Powerlet™ kit provides a convenient way to access the battery on Yamaha FJR-1300 motorcycles. 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.

Parts List:

- 1 - Winning harness w/1.5A fuse
- 1 - Mounting bracket w/socket
- 1 - 1/8" large spacer (8mm clr)
- 2 - 6x20mm black bolts
- 2 - 1/8" small spacers (6mm clr)
- Ty-wrap(s)

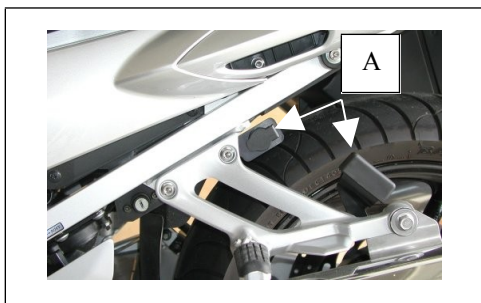
Please read all of the instructions carefully before attempting the installation of this product. Please have a trained professional install this kit if you are unfamiliar with these procedures.

Quick Start Instruction:

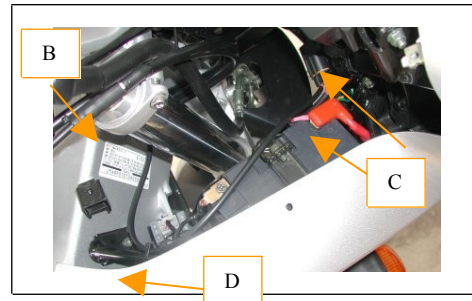
- STEP #1 Remove the seat, panels & lift tank.
- STEP #2 Route wires starting at the battery and finishing at the bracket.
- STEP #3 Look over your work.
- STEP #4 Attach the wires to the socket and test.
- STEP #5 Mount the bracket.
- STEP #6 Reassemble the bike.

Detailed Instruction:

STEP #1 – Remove the seat. Remove the two front panels to expose the battery. Remove the two black side panels below the gas tank. Remove the rubber hose holder from the left side of the gas tank so you can lift the gas tank slightly, about 6" at the front. See the Yamaha service manual.



STEP #2 – Stretch out the wiring harness. Grab the socket end of the harness and start routing the harness by looping the wires down through the gap in the frame next to the steering head [B]. Lift up the rubber cover [E] on the engine side of the frame to receive the harness. Many other stock wires also pass through this hole.

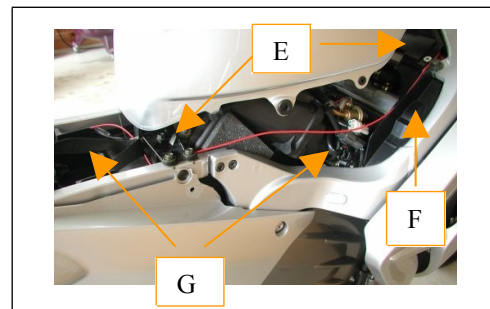


Pull most of the harness through the hole toward the engine (under the tank). Next **remove the negative battery connection**. Loosen the positive battery connection. Slip the red wire under the red battery boot [C]. You may need to trim the red boot to accommodate the added wire.

**RED WIRE = BATTERY POSITIVE
BLACK WIRE = CHASSIS GROUND**

Tuck the fuse holder under the square black bar in front of the plus terminal of the battery [C]. Ty-wrap the fuse-holder to the black bar. Do not tighten the ty-wraps until the harness is completely installed. Ty-wrap the cable to the fairing frame support [D], this will keep it from interfering when the forks are turned.

Follow the route shown by the red line in the following picture. The harness should pass under the front part of the rubber cover & tank hinge bracket [E] and over the back portion of the cover [F]. Use 2 more ty-wraps at [G]. **Do NOT allow the harness to directly contact the motor or exhaust.**

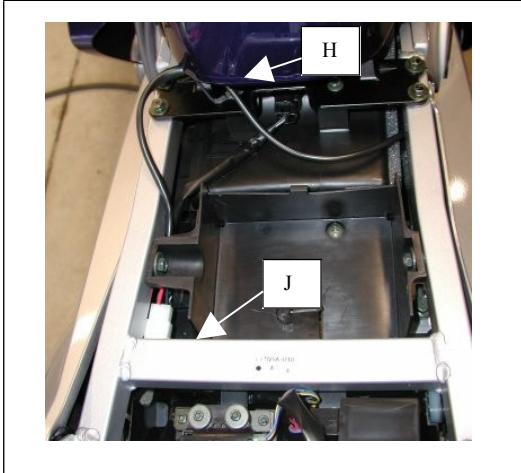


(continued on back)

FJR-1300 Dual Rearset Kit PKT-037

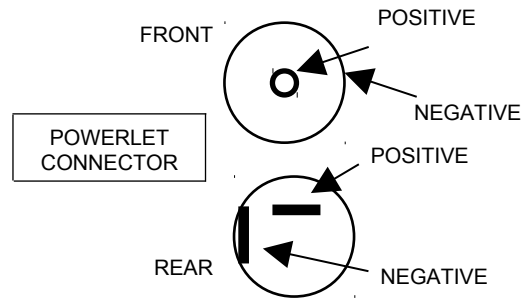


The remaining harness should pass between the fender and plastic storage box, this may require a second set of hands. The ground wire terminates to a gas tank hinge bracket bolt [H].



STEP #3 – Adjust the slack in each section, tighten ty-wraps.

STEP #4 – The center terminal is plus and the outer ring is negative (see dwg below). Attach the white connectors together [J]. Install the fuse in the fuse-holder. Use a voltmeter to check if the polarity is correct.



STEP #5 – Attach the bracket to the rear rearset-mounting lug [A]. The rearset needs to be removed completely; support the exhaust before removing. The supplied spacer must be placed in the front hole to maintain proper alignment. Reinstall the rearset with the bracket & spacer sandwiched between the rearset & the frame. Re-use the stock bolts; tighten to the recommended torque. Remove the saddlebag bracket [A]. Install the two small black spacers along with the stock chrome spacers. Replace the stock 6x16mm bolts with the two longer 6x20mm bolts. Tighten to the recommended torque.

STEP #6 – Replace the seat, panels and gas tank. Enjoy!

NOTE: Each Powerlet socket is rated at 16 amps. The wiring harness is rated at 19 amps.