



Motoelectric 749/999 Starter Cable Installation Instructions

1. Place bike on a rear stand and remove both side fairings and the chin fairing attached to the horizontal cylinder.
2. Disconnect battery box clamp securing battery.
3. Disconnect battery and pull out pos and neg terminal cables so that battery can be removed. (Picture A)
4. Remove the 3 bolts securing the battery box to the frame with a 5mm allen key. One of the 3 bolts (The bottom one) is located behind the rubber battery box insert. Note that the bottom bolt is a 5mm bolt while the other 2 are 6mm.
5. Disconnect the left fan quick disconnect from the lead going behind the battery box.
6. Remove the nut securing the coil to the horizontal cylinder with a 10mm socket and pull the coil out of the spark plug well.
7. Gently pry the battery box away from the frame enough to expose the backside of the aluminum heat shield. (Picture B)
8. Remove the heat shield by removing the 4 screws securing it to the back of the battery box with a small phillips screwdriver. (Picture C)
9. Remove the two nuts and bolts securing the ECU to the battery box with a 4mm allen key and a 10mm socket. Note the location of the ground cable on the left ECU mounting bolt. ENSURE this ground goes back when the ECU is reinstalled or you will short out the ECU. (Picture D)
10. Remove the left quick-disconnect from ECU.
11. Disconnect the quick-disconnect from the relay near the starter solenoid.
12. Pull the starter solenoid from its mounting tabs (Picture E).
13. Remove the 10mm nut securing the starter cable at the Starter. (Picture F) Clean the nut and threads if corrosion is present and clean the threads/nut with the enclosed alcohol wipe.
14. Place an end cover rubber grommet around the end of the starter cable and attach it to the starter. Fill the grommet with the enclosed dielectric grease and encase the threads and nut with the grommet. (Picture G)
15. Route the starter cable along the path of the stock cable to the starter solenoid and orient the Motoelectric cable the same as the stock cable. Remove the stock starter cable from the bottom of the starter solenoid with a 10mm socket. Attach the Motoelectric cable. It's optional to use another grommet here due to limited clearance. Again clean the nut and threads with an alcohol wipe and apply dielectric grease to the connection after the nut is secured.
16. Remove the nut from the cable securing the positive lead at the solenoid. (Picture H).
17. Attach the Motoelectric cable in tandem with the stock cable at this lead. Again clean the nut and threads with an alcohol wipe and apply dielectric grease to the connection after the nut is secured.
18. Route the Motoelectric cable along the path of the stock cable, securing it with the same rubber straps used to hold down the stock cable on the backside of the battery box. Note that the positive Motoelectric lead is designed to tuck inside of the stock positive lead.
19. Use enclosed zip ties for any motoelectric cable that is protruding away from the battery box.
20. Tuck the starter solenoid back into its bracket, ensuring the orientation of the cable allows the solenoid to fully seat on its mount.
21. Reattach the quick-disconnect to the ECU. Reattach the ECU to the battery box, ensuring the ground cable is reattached to the left bolt.
22. Reattach the relay beneath the starter solenoid.
23. Trace the path of the negative battery lead between the coolant hoses and up and along the front of the vertical cylinder.
24. Take the Motoelectric ground cable and route it along the path of the negative cable from the battery box to the mounting point on the vertical head. Note that the negative Motoelectric lead is designed to tuck inside of the stock negative lead.
25. Disconnect the ground cable at the vertical cylinder with a

4mm allen key. Clean off the threads with the alcohol wipe. Attach both the Motoelectric and stock ground cable back to this mounting point. I recommend replacing the stock bolt with a longer bolt with a 5mm allen head. Use a drop of Loctite to secure this bolt.

26. Reattach the heat shield to the back of the battery box ensuring the starter cable goes around the right side of the heat shield away from the horizontal cylinder header.
27. Reattach the horizontal cylinder coil.
28. Reattach the quick-disconnect for the fan on the top of the battery box.
29. Gently press the battery box back into its mounting position. Ensure the starter cable behind the battery box is clear of the header pipe.
30. Use a 5mm hex key to reinstall the 3 bolts securing the battery box to the frame, remembering that the bottom bolt is a smaller 5mm bolt. I used 10mm longer bolts on the top to facilitate remounting the box. Ensure that the pos and neg leads are oriented properly prior to reattaching the battery box and that the leads press all the way in and pull out enough to clear the battery.
31. Reinstall the battery and the clamp securing it to the box. (Picture J)
32. Turn the ignition key to ensure your work was done properly.
33. Start the bike. It should fire right up without hesitation.
34. Reinstall the fairings. Enjoy.
35. Michael, thanks for a great product ... LT at



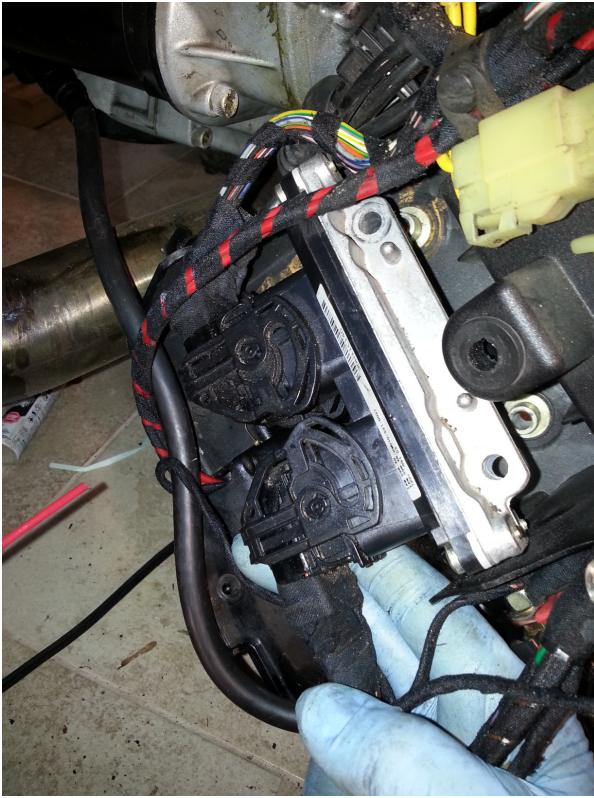
Picture A



Picture B



Picture C



Picture D



Picture F



Picture E



Picture G



Picture H



Picture J



Picture I