

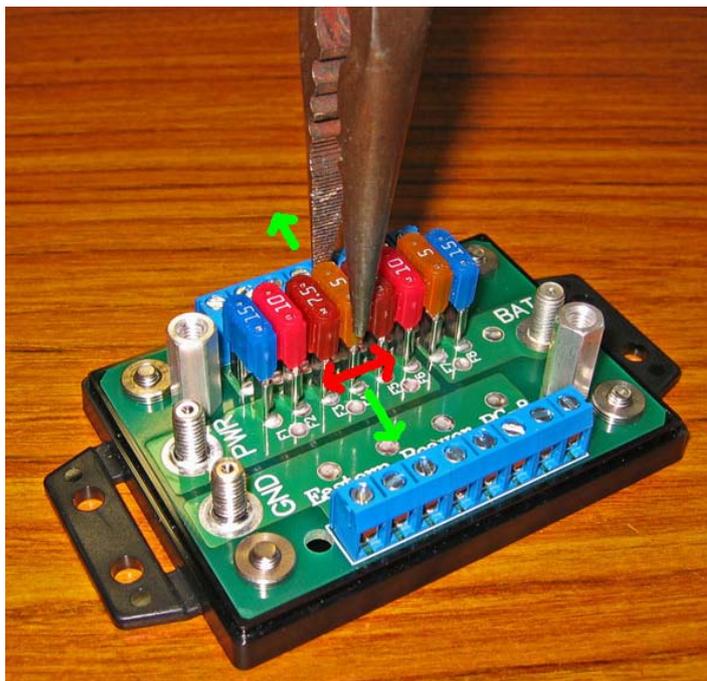
PC-8 Installation Page

WARNINGS AND IMPORTANT INFO PLEASE READ CAREFULLY: I've heard people say the first thing they do when a fuse blows is they insert a new fuse. **PLEASE PLEASE PLEASE NEVER DO THAT!** You'll just blow your spare fuse. **FIND THE PROBLEM, FIX IT, AND THEN REPLACE THE FUSE.** 99 times out of a hundred a fuse blows because of a short circuit. Very rarely does a fuse just blow or go bad of old age. **IF A FUSE BLOWS YOU HAVE A PROBLEM, DEAL WITH IT!** If that means riding to a shop or home so you can fix the problem, then that is what you have to do. You were warned.

Do good wiring and you will never have to change a fuse. I have never had a fuse blow while riding. You really should never see your fuse panel again after you install all your accessory circuits. Install it well, take your time, make it perfect **NOW.** Never place a fuse in a circuit larger than the wiring in that circuit can handle. You may burn your bike to the ground if you do. You were warned.

PLEASE READ THESE INSTRUCTIONS ALL THE WAY THROUGH BEFORE STARTING ANY WORK!

Setup: Before installing in your bike, you should first setup your PC-8 with the correct fuses for your circuits. That means inserting the fuses of the correct value where you want them. Before inserting any fuses, here are some things to consider in planning their size and positioning. Try and space higher current circuits' fuses as far apart as possible, using the fuse(s) between them for lower current circuits. If you'll have unused fuse positions, use these for storage of spare fuses. Store spares of your more important circuits such as headlights. To remove a fuse always use needlenose pliers and rock the fuse slightly side to side while withdrawing it (see below). These fuses are a very tight fit in order to avoid excess resistance and therefore heat on the PCB. If you've ever used a Centech fusepanel you likely know that their fuses practically fall out of the clips. On the PC-8 this can't happen, as the fuse clips hold the fuses very tight!



Pulling a fuse - the green arrows are the correct way to rock, not the red arrows. Rock the fuse the same way when inserting.

Fuse Planning: Start with the two unswitched circuit fuses. You might want a socket and a GPS on these fuses, so insert appropriate sized fuses, such as a 5A and a 15A (see below). Insert the largest value fuse on an end position if possible.

Fuse Installation: Carefully insert the fuses one at a time Use a slight side to side rocking motion (see above) towards the terminal blocks, until the fuse is fully seated. Do not bend the fuse holders. Insert each fuse slowly and carefully.

NOTES ABOUT FUSING: Maximum current draw per switched circuit is 15A.
Maximum current draw for the two unswitched circuits combined should not exceed 15A.

Fuse size should be chosen to protect the wire on it's circuit. Fuse as low as you can but not so low that the fuse blows. A fuse's main job is to prevent the wire on its circuit from ever getting hot enough to melt or burn. Wire size must therefore be chosen to handle the intended load. Fuse size must be chosen to protect the chosen wire size.



Above is an example of good fuse positioning.

Fusepanel Installation:

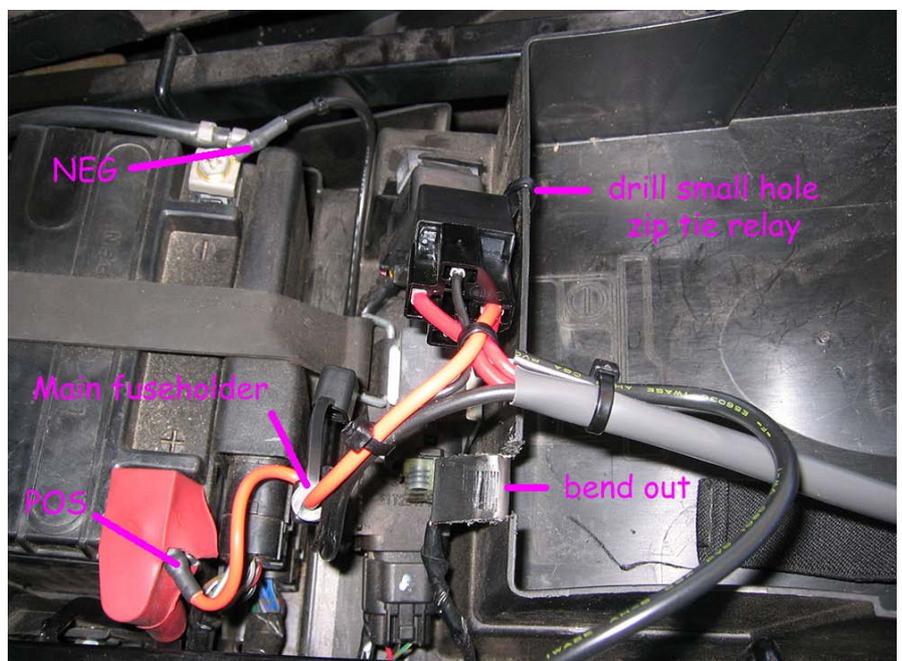
First make sure no fuse is in the Kit's main fuseholder. This fuse will go in last after you've double checked everything. Now attach the main battery leads. Start by removing the NEG battery bolt and move all NEG wires away from the post so they won't touch. Now remove the POS battery bolt and slip the Kit's main POS lead on top of existing terminals and snug the bolt back down. Now bolt the kit's NEG lead on top of the other NEG leads and snug the bolt down. Angle the wires back towards the fuse panel.

Attach the relay somewhere handy. I used one cable tie here to a small hole in the plastic tray. You might want to plan the relay location and fuse panel location out first before connecting anything. As long as there is no fuse in the main fuseholder you won't cause any problems on the Kit because no power is going to it.

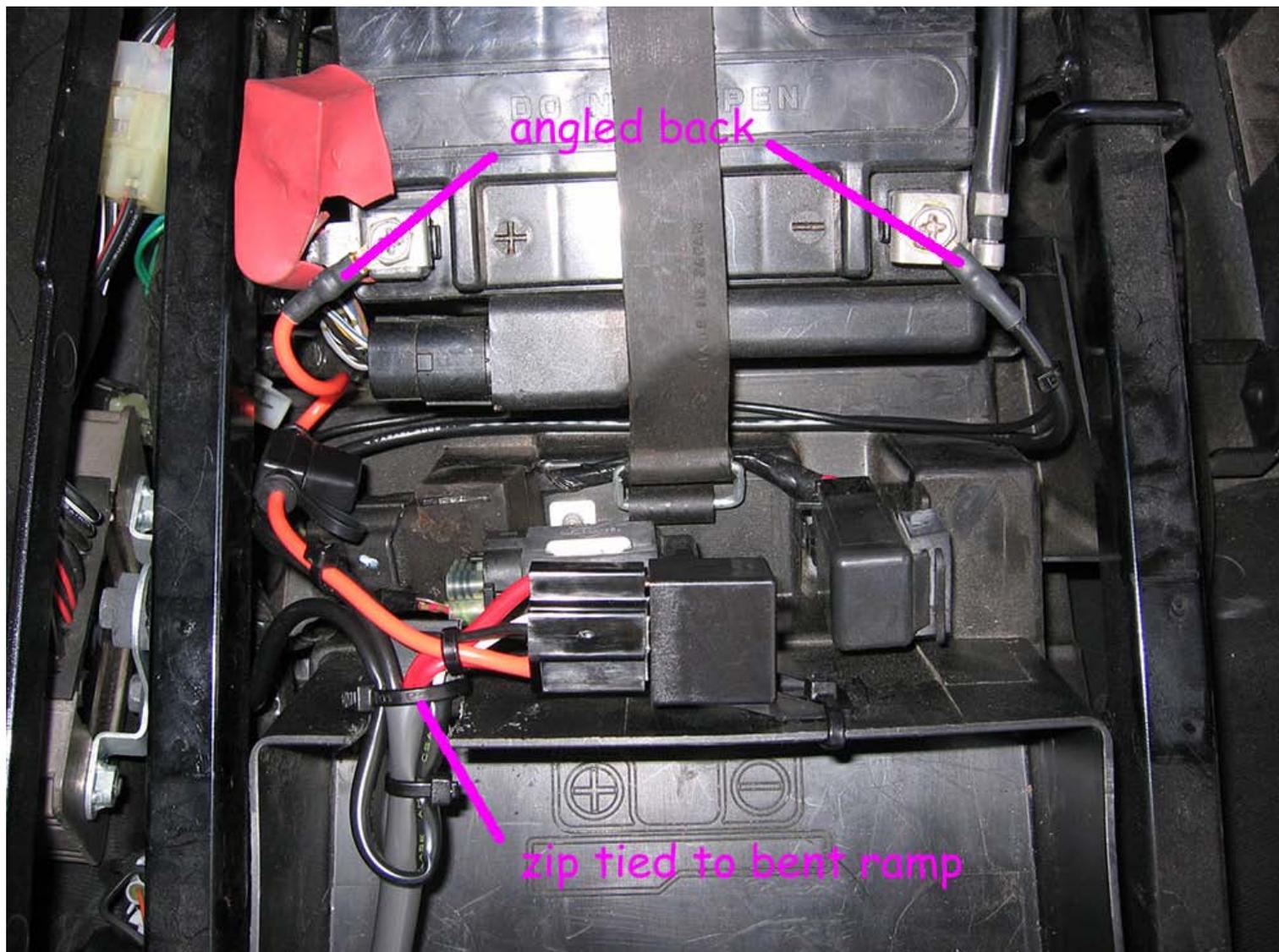


To the left you can see how I cut two slots for the wire entrance. Bending the cutout into a little ramp made a nice place to cable tie my wires.

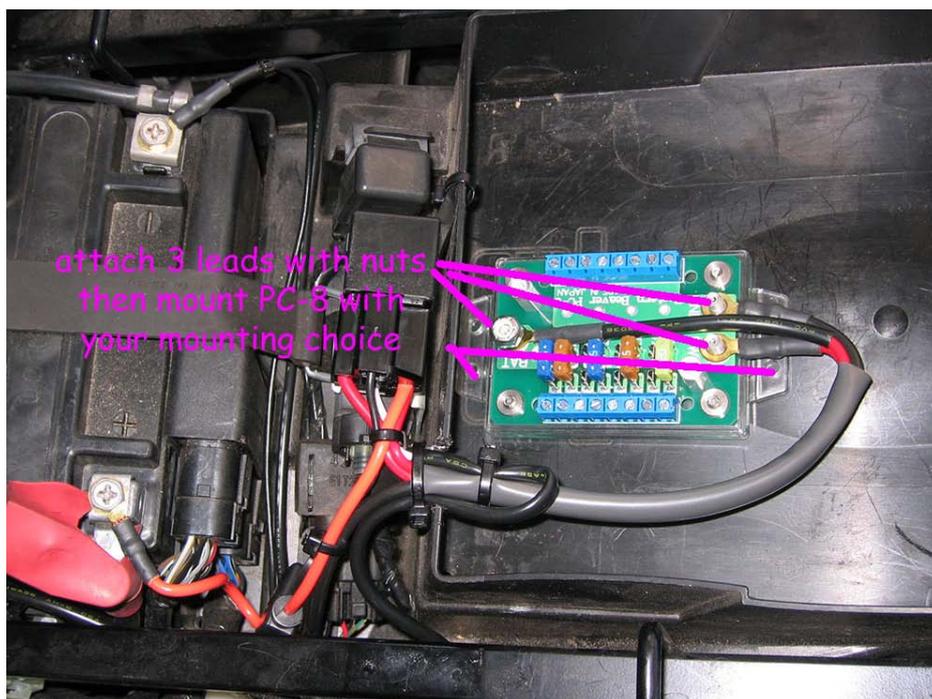
To the right here I've drilled a small hole to cable tie the relay in place. The main wires will be strapped to the cut plastic I bent out.



Below you can see how the wires are routed and tied. You really want to take your time and cable tie all your wires neatly as you go, rather than coming back later to neaten things up, finish up as you go from battery to fuse panel. You can see here I made a notch in the red battery POS cover for the new POS wire.



Now position the PC-8 where you want it and attach the main leads.



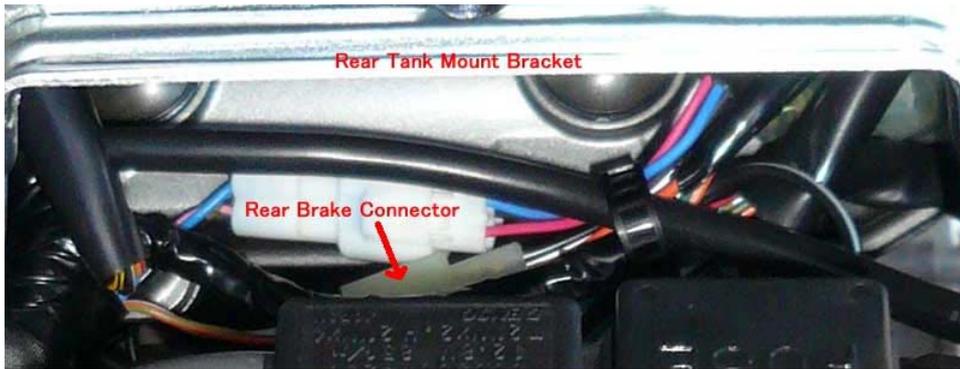
On the left you can see how the three ring terminals are placed onto the PC-8 input studs with the included self locking nuts. (in this image only one nut is installed)

I have attached the PC-8 here to the tray with two M4.5x16 included machine screws on opposite corners.

The PC-8 could be located at 90 degrees to this layout. You should decide fuse panel positioning before starting the install. Positioning will depend on wire length.

Then fasten it down using your chosen method. This could be dual lock strips, machine screws, or screws and nuts or even cable ties.

SWITCHING LEAD: I connected the VStrom Kit's switching lead to the rear brakelight connector as shown below. Generic Kits will have to connect the blue Posi-Tap to a switched hot wire on the bike. You can use the tail light wire, a pilot light, or a wire feeding a brakelight switch as on the VStrom. Before tapping a wire, check your wiring diagram for the wire you want to tap. Note its colour and location. Then test with a VOM that the wire is only on when the bike is turned on.



INSTALLING YOUR ACCESSORY CIRCUITS

After installing the Kit, you will have to install all your accessory wires as shown below. Before adding all the circuit wires, you might want to install the main fuse to test your fuse panel and make sure everything is working. Then you can install all your circuits to it. However, whenever you are working on a circuit, adding wires, etc., **PULL THE MAIN**

FUSE. As long as the main fuse is out you can't short anything or otherwise have a problem. So put the main 30A fuse in and test everything, then pull it out before adding wiring.

New VStrom Models have a bulge in the tooltray. One customer installed his PC-8 as shown below. He used the same cable tie as hold the relay to hold one end of the PC-8 up in place at an angle as shown below. The other end was bolted to a hole drilled in the bulge.





Above is my PC-8 install on my 2007 DL1000.

4 Circuits were added and I'll insert the photo of that at a later date.

Circuit 1 - side socket (switched 15A) - used for heated gear

Circuit 2 - H4 Dual Kit (switched 20A) - this is a necessity on a VStrom

Circuit 3 - front socket (always hot 10A) - GPS and battery charging

Circuit 4 - alarm (always hot 5A) - hot wire has its own 2A fuse in inline holder so I left it, besides those wires were short.

Main fuse - DO NOT INSTALL A FUSE HERE UNTIL YOU ARE FINISHED AND HAVE DOUBLE CHECKED YOUR WORK! (30A) Remove the main fuse before you begin to wire your circuits to the PC-8.

NOTES: I drilled three 8mm holes along the side of the tray for the three circuits coming from outside the tray. There are many ways to install a PC-8, even on the same bike. I could have moved the relay over and brought the wires straight into the PC-8. There is enough extra wire in the Kits to accommodate many different configurations. I will be adding photos and info here from customers with other types of bikes, please send me yours.

This is one of my first attempts at creating a PDF installation file. I have found Adobe Acrobat to be difficult and non-intuitive. Please forgive my crude attempt. I will update and improve this file later when I can figure out the editing of Acrobat.