



Front Left Powerlet Installation Instructions

(ALWAYS Activated Outlet, High-Power Applications)

**Read ALL instructions BEFORE attempting to install this product*

**Failing to follow these instructions could result in serious injury or damage to motorcycle*

**Advanced Sport Touring is not responsible for any injury or damage to property resulting from the use of this product*

**For extra large pictures of each image included in these instructions, go to: <http://advancedsporttouring.com/v/vspfiles/instructions/FL Installation Instruction High Power Large Images.pdf>*

**These instructions are to install an ALWAYS-ON Powerlet Outlet. This application will allow you to use any device you like but remember, the power is ALWAYS ON.*

Included: (1) Powerlet Low-Profile Outlet modified to accept installation "key" with basic wiring, extended wiring and fuse assembly (60 inches)

Tools you will need:

- 11/16" spade bit / hole saw / or drill bit
- Metal file or Dremel with sanding pads
- Wire cutters / crimpers
- Black electrical tape

- 1) On the far left side of the dash, there is a plastic cap that looks like it should have had a power outlet in it to match the right side. This is not a cap. It cannot be removed by prying it off or any other method. This is a molded plastic piece to match the symmetry of the other side. Behind this "plastic cap" is a metal bracket about half an inch behind it with a square open center area. This is the area we will be drilling. The first step is to find the center of this plastic cap and mark it. Take your 11/16" bit (spade bits are easiest to find and cheapest to purchase). Drill through this plastic cap to reveal the metal bracket and square hole. You'll need to keep it steady and straight or you'll end up like this picture. This really isn't a problem since it will be covered by the outlet. **(Fig. 1)**
- 2) This 11/16" hole allows the included Powerlet plug to pass through but because of the metal bracket and the few amount of threads on the Powerlet, it will not just bolt up. We need to make a few small modification to make this happen. Using a metal file or Dremel (Dremel is much quicker), remove material from the metal square hole slowly, on the bottom half, just enough to force the brass retaining nut inside. **(Fig. 2, 3, 4)** By only removing material on the bottom section, when we

screw in the Powerlet, the brass nut will not fall out. The tight fit also prevents the brass nut from turning, which is what we want.

- 3) Take the Powerlet and put on the rubber washer. **(Fig. 5)** Feed the bare ends of the wiring from the Powerlet plug through the hole. Take the "key" and use it to screw the Powerlet plug into the brass nut. **(Fig. 6)** It will be necessary periodically to untangle the wiring because it will be turning when you turn the Powerlet plug. Snug the Powerlet plug to the dash. **(Fig. 7)** Take the small black cover included with the Powerlet kit and slide it up the plug wiring from the flat connectors up to the plug to cover as much of the plug as possible. Applying WD-40 to the wire makes the black cover slide up the wire much easier than without.
- 4) Now we're going to attach the included white connectors. On the Powerlet Outlet wires, slide each flat wire end into the white connector. The "Red Wire" goes into one side and the "Black Wire" goes into the other side. You will know it's in place when it clicks and doesn't easily pull out. Do the same thing with the flat connectors on the Powerlet extended wiring. These white connectors connect to each other in only one way so make sure when attaching the flat wire connection that when the two white connectors connect, the black side will connect with the other black side and same thing for the red wires. Connect the white connectors together. **(Fig. 15)** Using the electrical tape, generously cover the connections so water cannot get in.
- 5) Included in the kit is 60 inches of the extended Powerlet wiring which is connected to a fuse block, run this wiring to the battery. Connect the red spade end to the positive side of the battery and connect the black wire to the negative side to the ground.
- 6) Put the supplied fuse into the Powerlet fuse block. **(Fig. 16)**
- 7) Attach the fuse block to the bike.
- 8) Tuck / zip tie any exposed wires and ensure nothing is interfering with other components of the bike.
- 9) Test the outlet



