



Front Left Powerlet Installation Instructions (Ignition Activated Outlet, Low-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 Low Power Large Images.pdf](http://advancedsporttouring.com/v/vspfiles/instructions/FL%20Installation%20Instruction%20Low%20Power%20Large%20Images.pdf)*

**These instructions are only intended for low-power drawing equipment (GPS, cell phones, radar detectors, radios, ect.). Anything larger like heated clothing or air compressors will blow the bikes fuse. Separate instructions are available for high-power drawing applications which draw power directly from the battery.*

Included: (1) Powerlet Low-Profile Outlet modified to accept installation "key" with basic wiring, extended wiring and fuse assembly (12 inches), (2) bullet connectors

Tools you will need:

- 11/16" spade bit / hole saw / or drill bit
- Metal file or Dremel with sanding pads
- Wire cutters / crimpers
- Short Phillips screwdriver
- 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) Using the supplied pictures, locate the black boot just below, down and to the left of the now installed Powerlet plug. If you have a storage compartment on the left side, this boot will be right in-front of it. **(Fig. 8)** This boot is where you will find the power and ground leads that you will use. Gently and slowly pull downwards on this boot till the very top of the boot is visible. The boot is held in-place by electric tape and will take some finesse to work free. Do this carefully so as not to damage any of the wiring inside. Once you can see the top of the boot, with a set of wire cutters (not a knife), very careful make small cuts so that you can see the wiring inside. **(Fig. 9)** Once you can see the wiring, you will be looking for 2 wires located very near the top. One wire is black with a clear rubber boot and the other is black/yellow. They are right next to each other. Slowly pull/finesse these wires out from the other wires to expose them completely. **(Fig. 10)** These wire are your ground and power leads. The lead with the rubber bumper is your power wire.
- 5) The ends of the leads have what are called "bullet connectors". **(Fig. 11)** These will be used as-is for the installation but the Powerlet wires will be modified with the supplied hardware to accommodate these connectors. On the Powerlet extended wiring and fuse assembly are two spade terminals. **(Fig. 12)** Cut these off close to their end and attach the included bullet connectors using your wire crimpers. **(Fig. 13)** The Powerlet "Red Wire" gets the "male bullet" and the Powerlet "Black Wire" gets the female bullet. Attach the bikes bullet connectors to the Powerlet bullet connectors **(Fig. 14)**. Using the electrical tape, generously cover the connections so water cannot get in.
- 6) 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.
- 7) Using electrical tape, tape up the black boot the leads came from so water won't get in.
- 8) Put the supplied fuse into the Powerlet fuse block. **(Fig. 16)**

- 9) Attach the fuse block to the bike. If your bike has side mounted storage, it's incredibly easy. On the storage box is a Philips screw holding a relay assembly, remove the screw, put the screw through the opening on the fuse block and then back through the relay assembly and into the hole. **(Fig. 17)** If you don't have side storage, you can zip tie the fuse block to wiring that doesn't move. It just needs to be out of the way so it doesn't interfere with the movement of the handlebars.
- 10) Tuck / zip tie any exposed wires and ensure nothing is interfering with other components of the bike.
- 11) This outlet will turn on when the ignition is turned on and turns off when the ignition is turned off.





