

## J2 TECHNICAL ARTICLE

Number 114

From Octagon Heaven

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Resource MMM Register

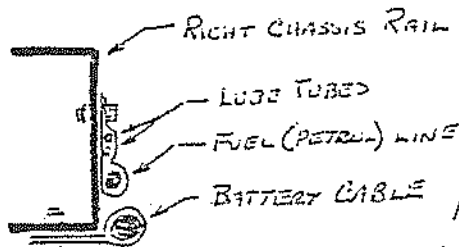
Revised Sept. 15, 1983

### BATTERY CABLES

The ground cable from the negative post of the battery runs down in front of the battery to the top bolt on the left (passenger side) side of the flat plate that is just in front of the battery tray. (see technical article number 48)

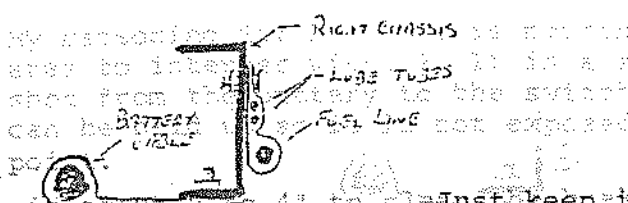
The battery cable from the battery to the foot starter switch on the fire wall is routed along the bottom, outside of the right (driver's side) chassis rail. It is shielded in flex-tube for at least the last 18" or so at each end. As for me I am going to shield mine the total distance because of the protection.

If you examine your chassis, you should find holes along the bottom for supporting the clamps.



Now that I have reported what I have learned, I am going to take the liberty to say that I think that the "authorities" in England are wrong! You can only put so much stuff in an area. If the battery cable is routed along the lower outside of the right chassis it is almost impossible to get to

the front fuel connector without removing the battery cable. Then there is also the lube tubes at the brake cross shaft that would tend to rub on the battery cable. Finally if the battery cable were routed there, then the cable must dip down at the front and rear to cross under the chassis to get to the starter switch and the battery itself. This forces it way down into a visible position and where it could be damaged. At the same time the crossing at the rear would be in the area of the shock and that makes another awkward, poor assembly. Then there is the 18" of shielding which does not make sense either. I am under the opinion that the battery cable from the battery to the starter switch should be routed inside of the right chassis like the view below.



My reasoning is: 1. there is nothing in that area to interfere with. 2. It is a straight shot from the battery to the switch. 3. It can be held up so it is not exposed at any point.

Just keep it in about 2 to 4" to clear the brake adjuster at the foot brake.