

COASTMODZ

N14/N15 Pulsar Battery Relocation

Parts Needed:

- Dry Cell / AGM Battery (for this installation a Fullriver HC55 is optimal)
- 6m of 2AWG Cable
- 500A Isolation Switch (Key)
- 100A Circuit Breaker
- 6x Positive & Negative 2AWG Eye/Ring Terminal connectors (approximate – more may be needed)
- Battery Box or Tray

Links to purchase:

6m relocation Kit - http://coastmodz.com.au/product_info.php?cPath=4&products_id=173

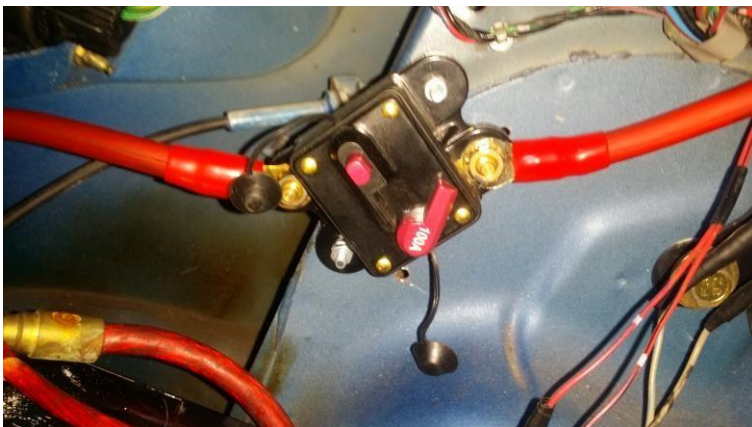
Battery – I recommend using a Fullriver HC55 AGM battery

Install Guide:

First off you want to run the length of cable (as you would if you were to install a stereo amp cable), down the passenger side of the vehicle.

Cut the extra length you might have left over, for me, I ran it through the firewall at the closest available rubber seal, then down underneath the ABS module and through the cabling channel along the outer trim. And up through the edge of the back seat and the cable tied to existing cabling until it reached the tail light. Made a cut and added a RED Ring terminal. With the remaining cable, I added ring terminals to each end.

Secondly, you will need to find a decent spot on the inner wall of the car behind the passenger taillight to install your Circuit Breaker, I simply marked and drilled 2 holes and used some small bolts I had lying around, to hold it in place. (as pictured)



Bolt down the ring terminals to the circuit breaker as above picture shows.

Thirdly, we go into the engine bay, this is the ideal spot to find a location for the isolation switch. I found a spare bracket that bolted to the chassis rail where the air box usually bolts into (this install is to a turbo car so plenty of room).



As you can see, it sits fairly close to the charcoal canister.

Crimp the next ring terminal to the RED power cable, and then attach it to the isolation switch, you may also need to use an extra ring terminal here for the cars fuse box cabling, attach the fuse box and engine loom power cable to the other side of the isolation switch

Once finished with the engine bay, go back to the boot, where you will need to run a length of EARTH wire for the battery to the chassis. (I already had some 2AWG black wire laying around and used 2 of the black ring terminals for that) you may need to purchase some 2AWG cable, or you might even have some left over out of the 6m, that you can use. Just put some black electrical tape on the cable to identify it as EARTH.

Use a wire brush and some brake and parts cleaner and expose some of the chassis around an existing bolt, this provides a stable earth point, if you wish to prevent rusting(some boots are known to leak) spray some fish oil over the exposed area and let sit for 10 mins.

Then connect the last small piece of cable to the battery, along with any sound system stuff you may have as well. (pictured below)



That's it, switch the circuit breaker to the ON position and the isolation key, and try and start the car!
You should have progress!

Reinstall any carpet etc in the boot to hide the hideous wiring

At this point, you can either purchase from SuperCheapAuto or Jaycar, a battery box to enclose the battery, or you can buy a simple battery tray and bolt it to the chassis. And then use your original battery clamp to hold it in place.

For my installation, I have fitted the original battery tray from the engine bay, and bolted IT to the chassis using a RIVNUT, so I can use the original battery clamp.



THANK YOU! & ENJOY!