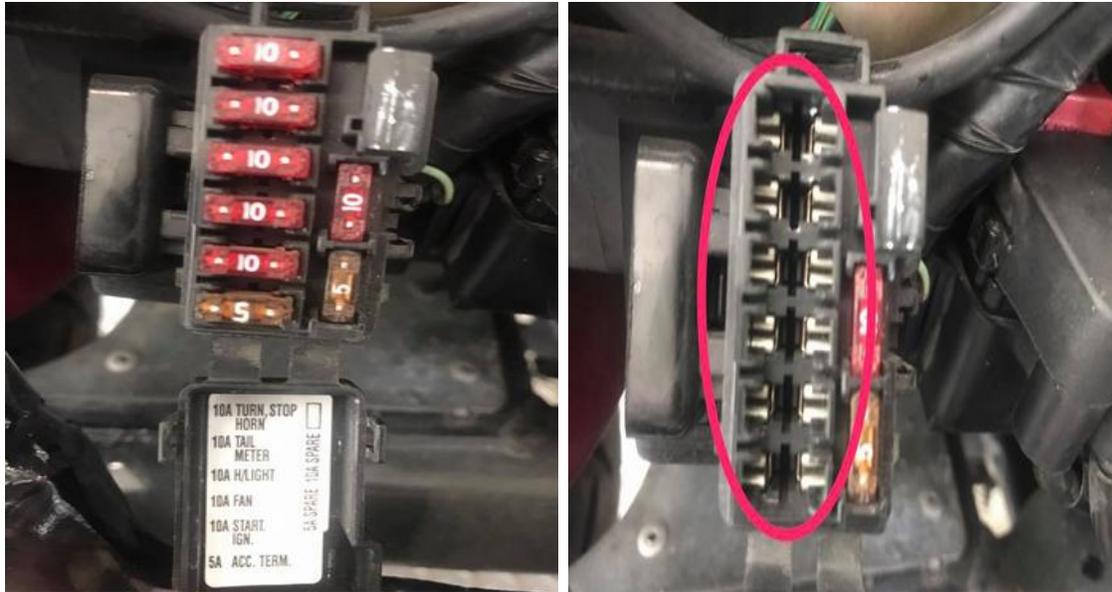


The fuses and the fuse box

Went through the fuse box and starter relay. Cleaned and checked all connections and used dielectric grease to seal out the moisture. I'm sure there are conflicting ideas on this also but I'm showing what I do, not saying it's law for anyone just sharing my methods that has worked without fail for me over the years of mud racing and living in the swamp. Pick and choose your own opinions here and your comments with your tips and ideas are definitely welcome, that's what we are doing here sharing thoughts and ideas to help all.

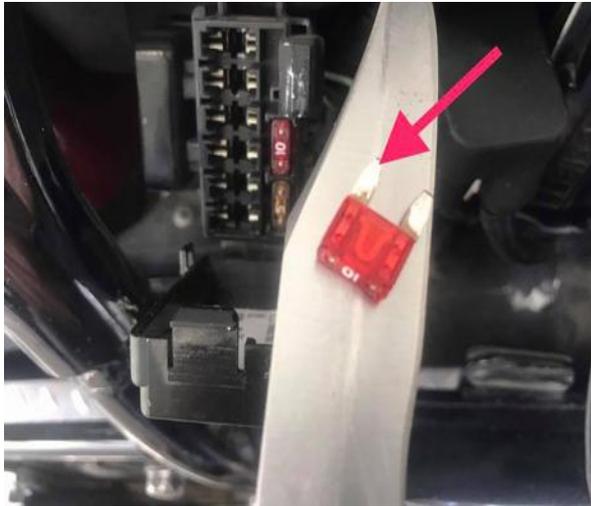
My comments are below the pics.

First thing to remember here is disconnect the battery before doing this.



(left) Under the seat, disconnect the battery terminals. Then remove the right side cover and under it you will find the following parts. This is our fuse box and under the lid is what and where each fuse does and the amp amount fuse it takes. Always replace the fuses with the same amp fuse that it calls for. If there becomes a need to increase the amperage of a fuse, there is a problem. These fuses are maximum rated in there spots for the load and wiring they are designed to carry. If a fuse continues to blow it means you either have a short circuit or demand on the load greater than the wiring was designed for.

(right) I start by removing all the fuses and spraying an electronics cleaner into the connections. The 2 fuses to the right outside the circle are spares to use in the event one of the fuses was to blow out on the road. These fuses are available to buy most anywhere, even Walmart carries fuses, but again make sure you use the correct amp fuse where it goes.



(left) I use my pocket knife to scrape the corrosion of the fuse blades so they make the best connection possible

(right) This actually looks worse than it is but After everything is clean I use dielectric grease to seal the moisture from getting into the panel. Then I take each fuse and a pair of needle nose pliers and put them back in the location they belong. I push the fuse in and push, pull it a couple times to make sure the contact between the metal is clear and pushing the grease off the sliding metal connections so that it insulates around the connection not on the connection.

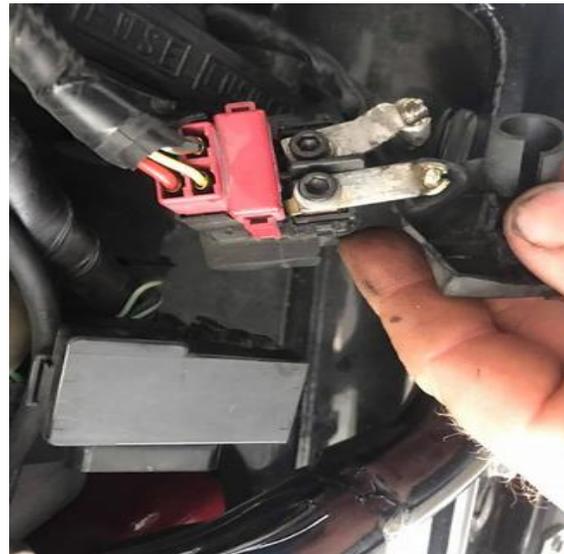


now they are all back in where they belong ...your pretty well sealed off from the moisture getting into the contacts.



(left) This is the main fuse. It is a 50amp blade fuse, removed it and cleaned the contact areas then replaced it and put a dab of dielectric grease on the top to keep the moisture off it.

(right) Under the cap that houses the main fuse there is a spare fuse. Check and make sure you have a spare there cause it's easier to get one when you don't need it and put there than it is when your broke down needing a spare.



(left) This connection is the top of the starter relay. Clean the terminals on both sides with some electronic cleaner to remove any corrosion.

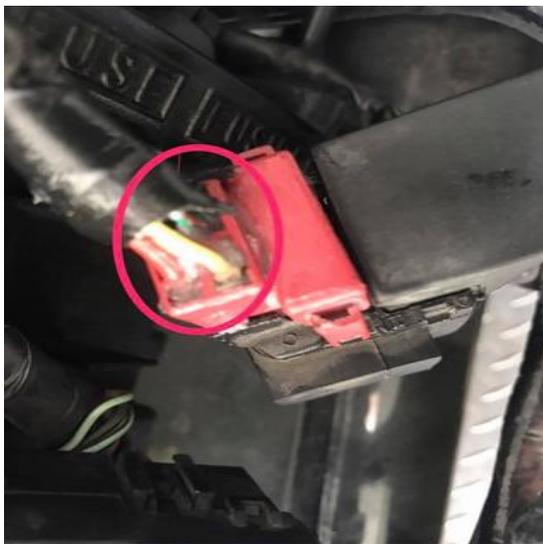
[Eric Gerstnecker](#) is an electronics guru on here that might be able to help and share some advise on cleaners and best methods?

(right) Also take the 2 Allen head screws off and clean under the terminals and replace with a shot of dielectric grease. Twist the connection back and forth just before tightening all the way to push the grease to the side and allow full contact of the metal



(left) This is the 30 amp fuse for the starter relay, when the fuse is blown the small metal strip shown by the arrow will be severed disconnecting the connection and will have to be replaced. If it ever blows and your bike won't start and you don't have a replacement, you can turn the key on and cross the 2 terminals under the Allen screws with a screwdriver to get the bike started to get you home.

(right) Love that dielectric grease, again when putting the connection together work it back and forth to force the grease off the terminals so they make a solid connection.



(left) I stick a little dielectric grease down in the top of the plug also to seal the moisture out too.

(right) And the main ground wire under the alternator where the tubes all run out under the bike. This ground wire can cause many issues when corrosion get into it. Happens often due to 2 different types of metal being put together. Remove and clean just like the other end of it at the battery negative post.

