

## Installing New Battery

Alright Y'all, fixin to get rolling on Miss Cindy's Valkyrie. Gonna do little steps and many post to kinda separate each phase and make it easier for y'all to bust my chops when you see me doing something wrong or you have a better method so we can talk about it and find the best method using everybody's input that wants to. Scary huh, open forum to get my butt worked over. 😂😏 Well I ain't skeered, I attended "Handlen School", so I can handle all you got to dish out at me. Just keep in mind I'm sticking my neck across the chopping block to try and help us all so try and go easy on me. I went to "Handlen School" didn't say I graduated. 😂😏 Anyhow, here's some pics on installing a new battery with one of my little tricks that maybe some of y'all already do also, but it's handy for those who don't know it? Alright, the comments are in the pics and add to em in the comments with anything else you got. Thanks y'all, here we go



What a cream puff of a bike Miss Cindy has, not even 16,000 miles on her. Nice, but some of us know the problems a low mileage bike can have? Follow the post cause I'm way ahead on what I've discovered already but gonna go slow with the post



This is with the old battery removed and getting ready to receive a brand new battery



First thing I do is take my pocket knife and cut a strip of a piece of the packing that came with the battery.



I fold the strip and cut it off so it gives a little shim under those floating nuts that come in the battery. What the shim does is raise the nut up so that the screw will start into the nut. Without the shim the screw is just shy of being able to reach the nut once you put the cables on top of the terminals. Don't believe me? Leave it out and get back with me once you get done cussing that nut out for not holding still.



Got my paper shims in and ready to drop her in the bike.



You'll see the (-) for negative or ground and that's where the black wire or the one that goes to the back of the engine for a ground goes. Clean the terminals off good so they make a good connection.

Another comment! Connect red first then black wire second. During removal, disconnect black first then red second. If you have ever had a screwdriver slip off a positive battery terminal to ground you will pull a major arc of ground was stil connected. Never an issue with a sparking screwdriver on a negative terminal with a negative grounded vehicle. IMHO

Check that other end (Meter) while you have it out and clean the frame ground.



The (+) side is for the red terminal or the wire that goes to the starter solenoid.

I use a little dielectric grease to keep the terminals from corrosion



Add all the blacks and the reds to their post, put the screw in the nut and just before getting them tight wiggle them back and forth on the terminals to make sure they scoot the dielectric grease out from between the metal and make a good connection



Once you get the screws started you can remove the paper shims you put under the nuts



All tightened up, secure and ready to ride.

