

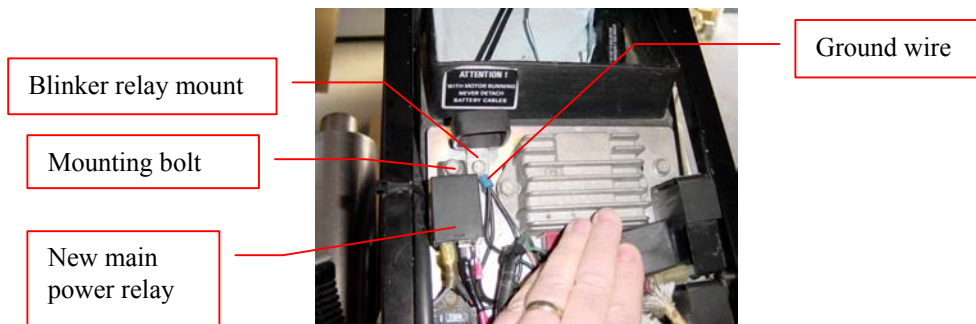
750 Paso Wiring Upgrade

Supplies required:

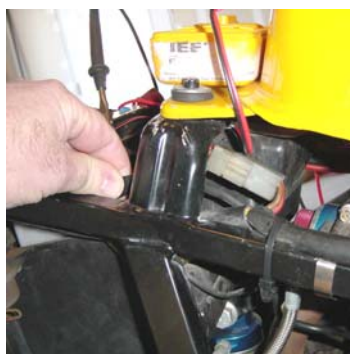
- 2 Bosch 30A/12V Relays # #0 332 209 150 (with mounting tab)
- 1 – 30 Amp fuse holder
- 1 – 10 Amp fuse holder
- 12 inches of brown 12 gauge wire
- 60 inches of red 14 gauge wire
- 24 inches of black 14 gauge wire
- 12 inches of orange 14 gauge wire
- 12 – Female push on connectors 12-14 gauge (crimp or solder)
- 3 – ring terminals 12-14 gauge (crimp or solder)



1. Disconnect and remove battery.
2. Make up a black ground wire 6" long with ring terminal on one end and push on terminal on the other.
3. Pull blinker relay from rubber mount and reverse the mount bracket. Install the ground wire under the mounting screw for the blinker mount and tighten. The ring terminal should point to 5 o'clock (see pic) so that it doesn't interfere with the mounting of the new main power relay.

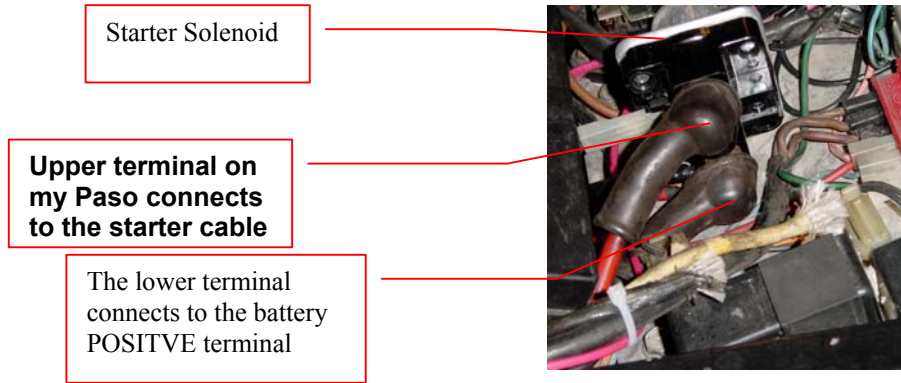


4. Unplug main power feed wire under tank. Cut any wire ties that may be on the harness and wiggle the plug back and forth to loosen.

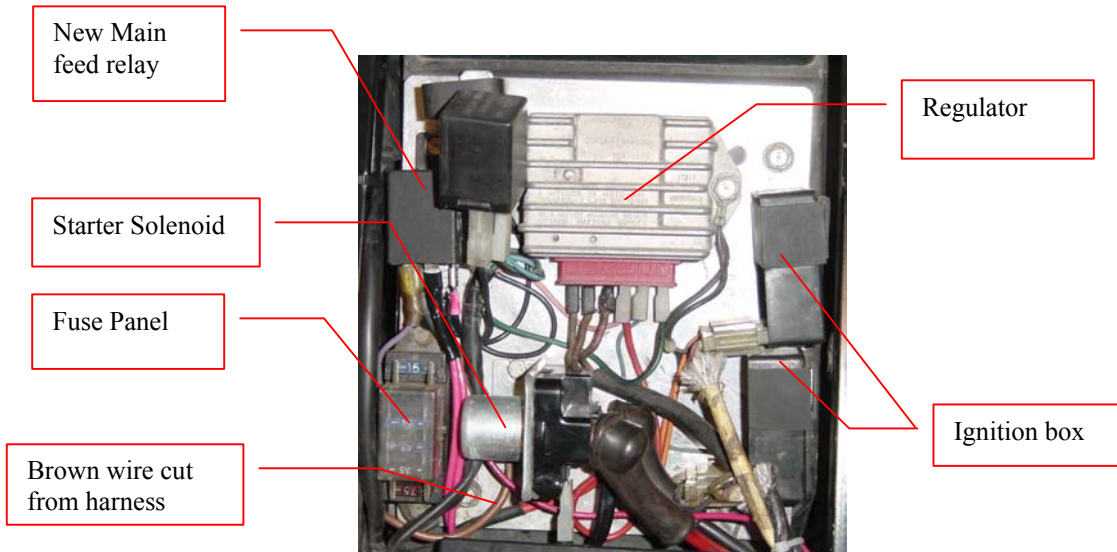


Brown wire
that will be cut

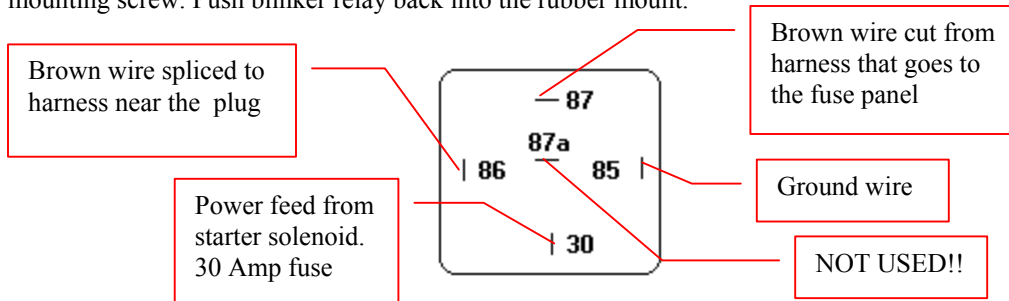
5. Slide back the rubber cover that is over the harness and cut the BROWN wire about 2 inches from the plug. Pull the brown wire back through the harness, strip and mount a push on connector. This will be put onto terminal # 30 on the relay.
6. Strip and mount a ring terminal on one end of the 30 Amp fuse holder and a push on connector onto the other end.



7. Mount the ring end of the fuse holder to the terminal of the starter solenoid that is connected to the battery feed cable (the other cable goes to the starter). On my Paso this is the bottom terminal. Yours may be different!! The other end mounts to terminal # 87 on the relay. Leave the nut loose to make installing the coil feed easier.



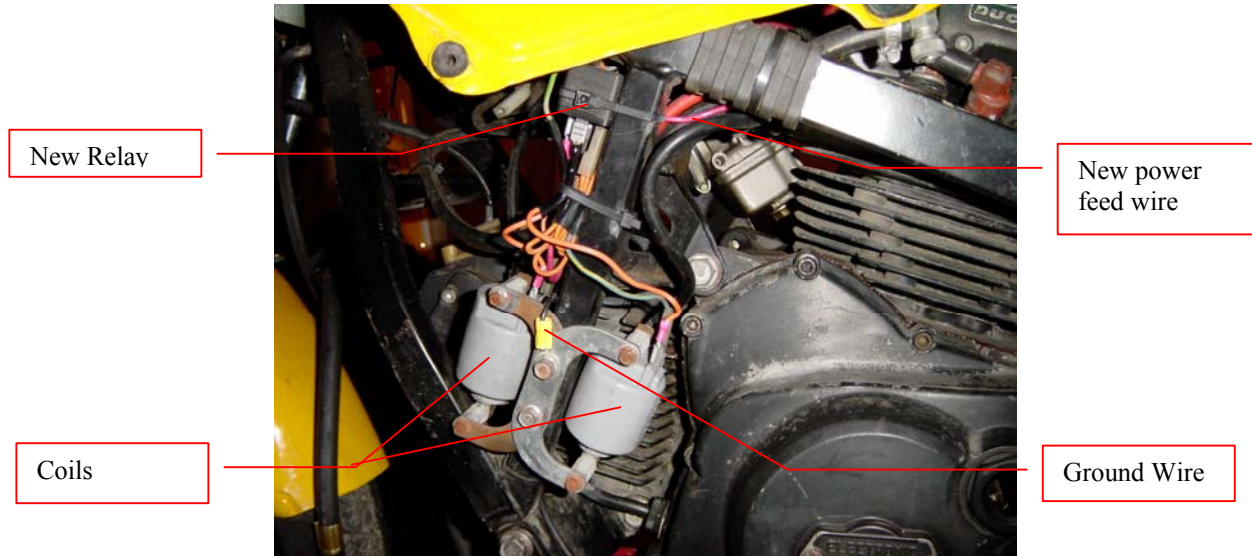
8. Cut a piece of brown wire and feed it up through the rubber covering on the wire harness and connect to the remaining brown wire at the harness plug. I soldered this joint but you could use a crimp on barrel connector. On the other end of this wire, crimp on a push on terminal. Mount this wire to terminal 86 on the relay. Place harness back in original position and connect the plug.
9. Push the ground wire onto terminal 85 and install the relay onto the bolt that holds the electric plate mounting screw. Push blinker relay back into the rubber mount.



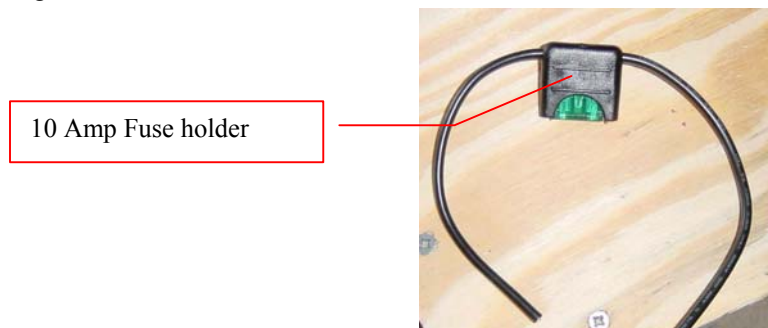
Common Relay Pin Configuration (Bosch-type)

Part 2

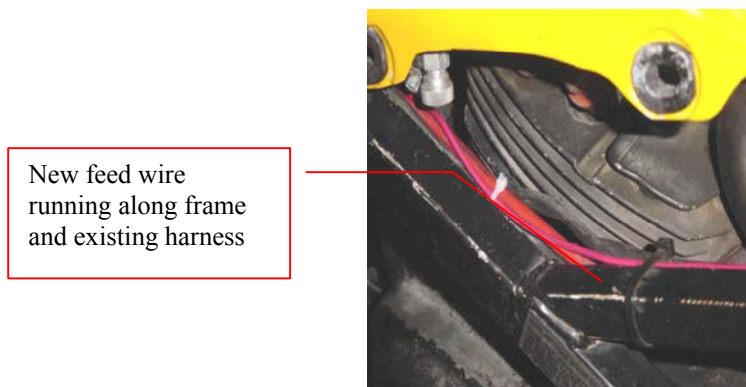
Coil Relay



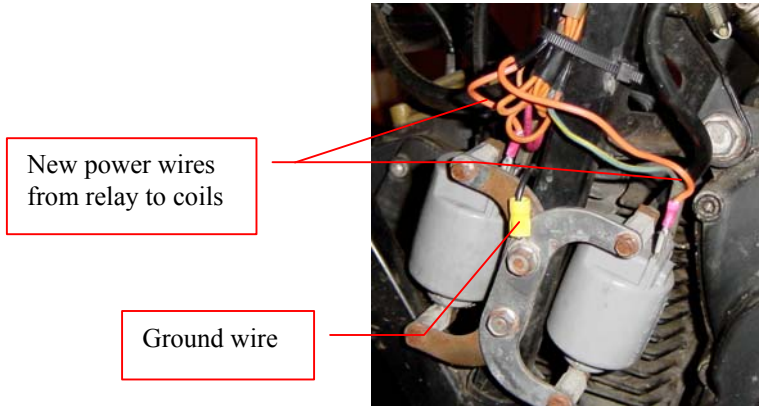
1. Pull the 2 orange wires off of the coils. You will use one of these to switch the relay, mount to post # 86 and the other will go unused. I just taped off the extra connector to keep it out of the way.
2. Mount the new relay on the frame tube as shown in the picture above with a tie wrap.
3. On about a 60" piece of 14 gauge RED wire install a 10 Amp fuse holder and mount a ring terminal on one end and install it onto the starter solenoid lower terminal (or the one that is connected to the battery). Tighten.



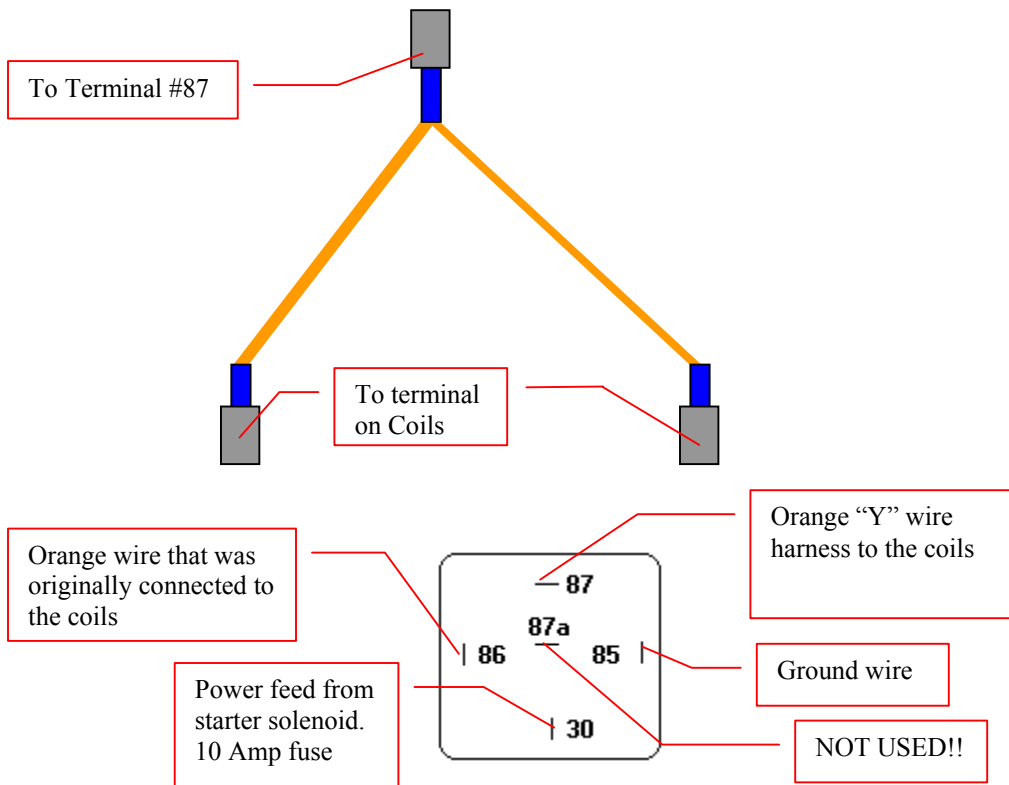
4. Run the new power feed wire along the frame to where the new relay is installed. Follow the existing wire harness and slip the wire under any existing wire ties.



- Cut the new feed wire to length and mount a push-on connector and install on terminal #30 of the relay.
- Make up a ground wire from black 14 gauge with a ring terminal on one and a push on connector on the other. The wire only needs to be long enough to reach the mounting bolt for the coils. The wire connects to the #85 terminal on the relay. Install under the bolt and tighten.



- The new power feed to the coils is a “Y” (see below) that has a push on terminal on each end. This will take the power from the #87 terminal of the relay and feed it to the 2 coils. Install a push on terminal on one end of each wire and then push the 2 wire ends into 1 push-on terminal and crimp.



- Inspect all connections and install battery.

Notes

- ◆ DO NOT perform this work with the battery connected.
- ◆ This upgrade will take 3-4 hours.
- ◆ All of these items used in the upgrade are available at your local auto-parts store.
- ◆ I soldered most connections and then used heat shrink tubing over the soldered area. I did use some crimp on connector shown in the picture but will change then to solder type. I feel that the solder type is a better connection than a crimp on connector.
- ◆ I offer this information in good faith, but with no warranty as to the accuracy or suitability to other makes and models. You perform this work at your own risk.