

CALIFORNIA

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MH900e Battery Tank Addendum And Installation Notes

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Qty	Part	Use
1	25" Starter cable	Replaces OEM starter cable (routes on left side)
1	M6x 30 screw	Long screw to use with grounding cable to valve cover
1	1/4" x 3/8" x3/8" spacer	Goes underneath ground cable to hold it up above valve cover
2	M8x16 screws	Mounting of black "cross bar" with regulator to frame
2	M8 ny-loc nuts	Mounting of black "cross bar" with regulator to frame
2	M8 washers	Mounting of black "cross bar" with regulator to frame

This REV-B "Battery" tank makes working with or on the battery a much more direct process compared to how the MH was delivered from the factory. Many will appreciate how this tank brings the appearance of the MH900e closer to the original prototype. Much more important is that this tank makes use of the current battery used in all other recent Ducatis: the Yuasa YT12B-BS. This battery is very robust and should make owning a MH900e an easier experience. There are no permanent modifications to the bike required, either! We do eliminate 2 large cables and the re-route most wires under and behind the steering stem.

Summary

In factory configuration, the MH900e has two batteries wired in parallel. This means the two positive (+) terminals are connected together. The two negative (-) terminals are also connected to each other. Both batteries produce 12V, and in parallel, they together make 12V but have twice the current capacity. The MH's main wiring harness has 2 (-) leads and only one (+) lead. There is also a separate battery cable (with red tape at each end) linking the two (+) terminals together. The engine's grounding strap is relocated to allow the wiring loom to move up to the new battery location. The starter cable, routed from the solenoid, behind the header, and down the right side of the engine, is replaced by a longer one which is routed on the left side of the engine.

Steps to convert the MH900e to use the battery tank

Follow the steps in the install booklet until the new tank is resting in the frame (step 7) and before step 8, do these additional actions:

1. Remove the factory battery covers, straps, and then the batteries. It is fairly easy to unscrew the terminals then lift the batteries up 1/2 inch then they slide down and forward out of the boxes.

2. Remove the battery boxes by unscrewing the 8mm and 6mm bolts from the top and bottom of the boxes. The right side box has the main fuse and starter solenoid mounted. The fuse is removed by inserting a flat tip screwdriver from the rear to unlock the tab.

3. Unbolt the cables from the solenoid and then remove the starter cable; it is unused and its replacement will not be near the exhaust and will instead be on the left side of the engine.

4. At this time, the crossbar with the regulator is loose and hanging from its wires.

5. Disconnect the two wire connectors and rest the crossbar with regulator on the floor.

6. Remove all cables ties holding electrical wires to the frame in this area to allow total freedom to move the wiring harness.

7. Remove the screw holding the (-) grounding strap to the engine. It is bolted to a fitting on the left front of the engine case, near the base of the forward cylinder.

8. Use the supplied longer M6 screw and aluminum spacer to bolt this cable to the forward cylinder's intake valve cover. (uses a 5mm allen key)

9. Place the battery in the well, (+) terminal to the front of the motorcycle.

10. Find the (-) cable lead with about 8 inches of length. Pull this up to the battery compartment and to the (-) terminal. This leaves the spare (-) eyelet in the harness resting free.

11. Pull the lone (+) battery cable up to the battery. Pull the (+) cable originally attached to the solenoid to the left frame rail and bolt it to the solenoid, with the solenoid's smooth side facing outward to the left of the motorcycle.

12. **!! WARNING !!**
Be careful to locate the solenoid in such a way that the two battery cables are not touching anything. These cables have +12V on them and a fire could result if the cables come in contact with the frame.

13. Use the supplied battery cable to replace the starter cable. Route it along the outer left frame rail and down the engine case. You can zip tie it to the other electrical wiring near it along the path.

14. Bring the black crossbar with the regulator up into place. Connect the wires belonging to it then attach to the frame using the supplied M8x15 screws (uses a 6mm allen key).

15. Use cable ties to secure all of the wiring.

16. Verify and confirm that the battery cables on the solenoid are securely held in place and not touching anything.

If your Ducati dealer or motorcycle repair technician has any problems installing or questions about the installation, please ask them to contact California Cycleworks for technical assistance.