

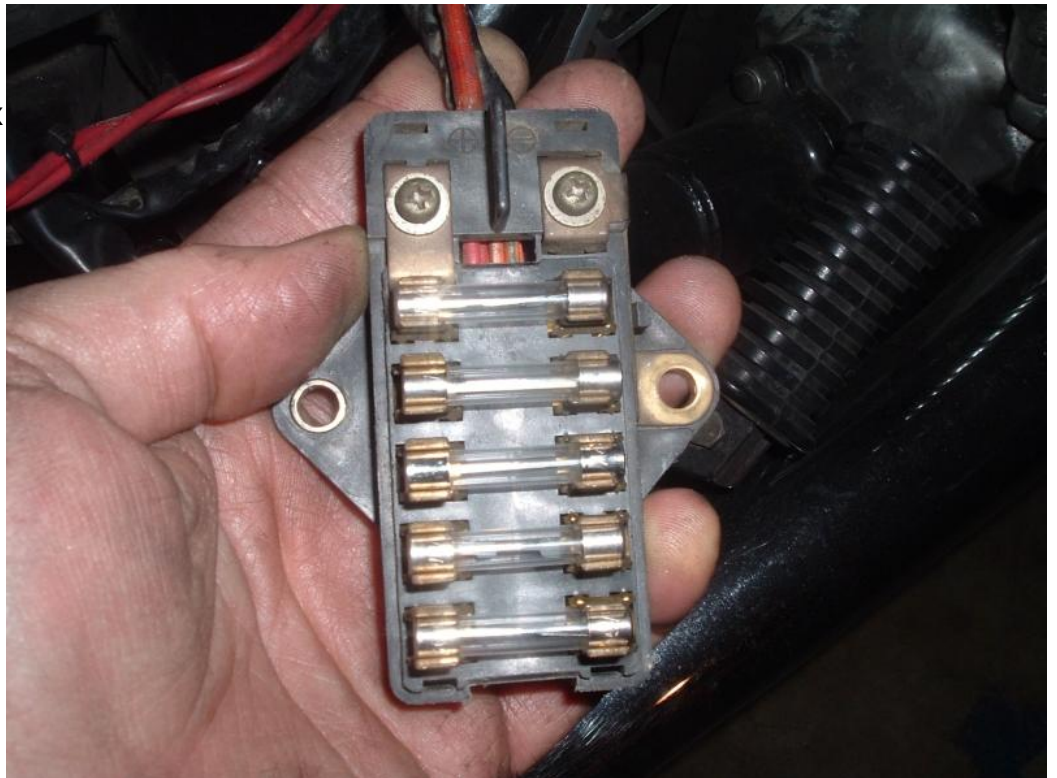
Fusebox Cleanup - by BassCliff

I finally got around to cleaning up my fusebox. It didn't look as bad as I thought it might, but I did clean all of the contacts inside.

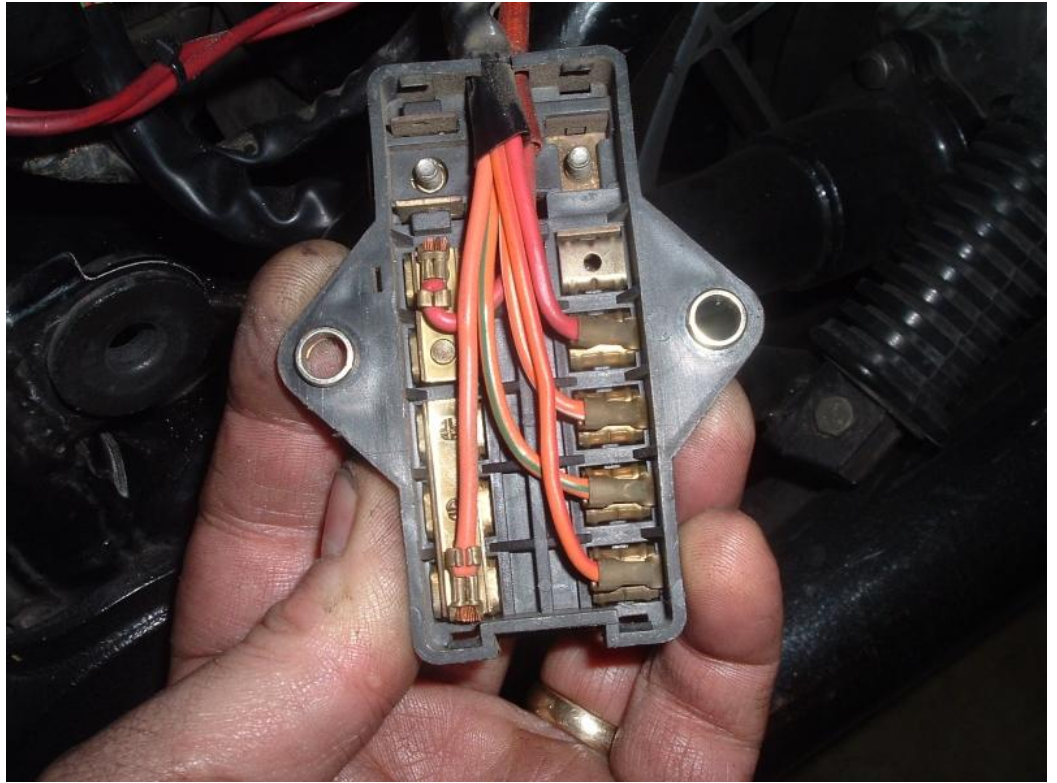
Here's my fusebox. Above it and to the right you see the relay and fuse for my coil relay mod.



Remove the two screws to either side, disconnect the fusebox from the battery box, pop off the top cover and this is what you see.



Pop off the back cover and this is what you see:

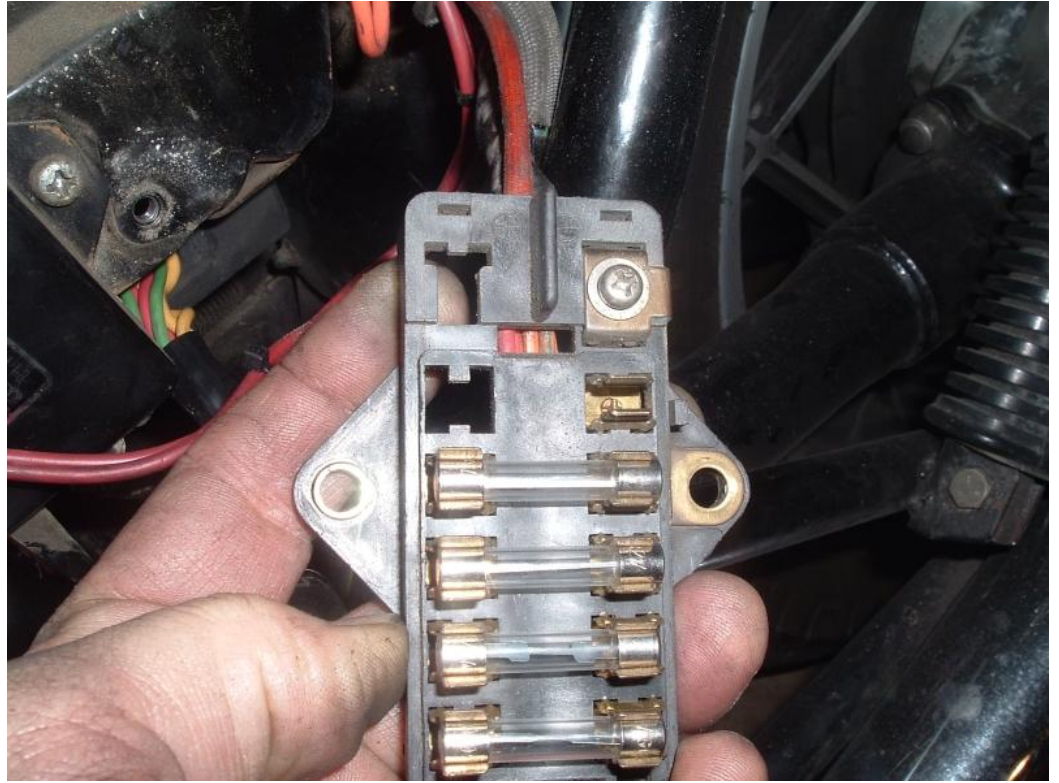


From here you can start disassembly. Remove the fuses and the contacts just snap out.

Scrub them with your favorite wire brush and spray them with your favorite contact cleaner. Naval Jelly works well as a rust remover inside the crimps. You may also want to solder the crimped areas and coat with dielectric grease to keep out moisture and guard against future corrosion.



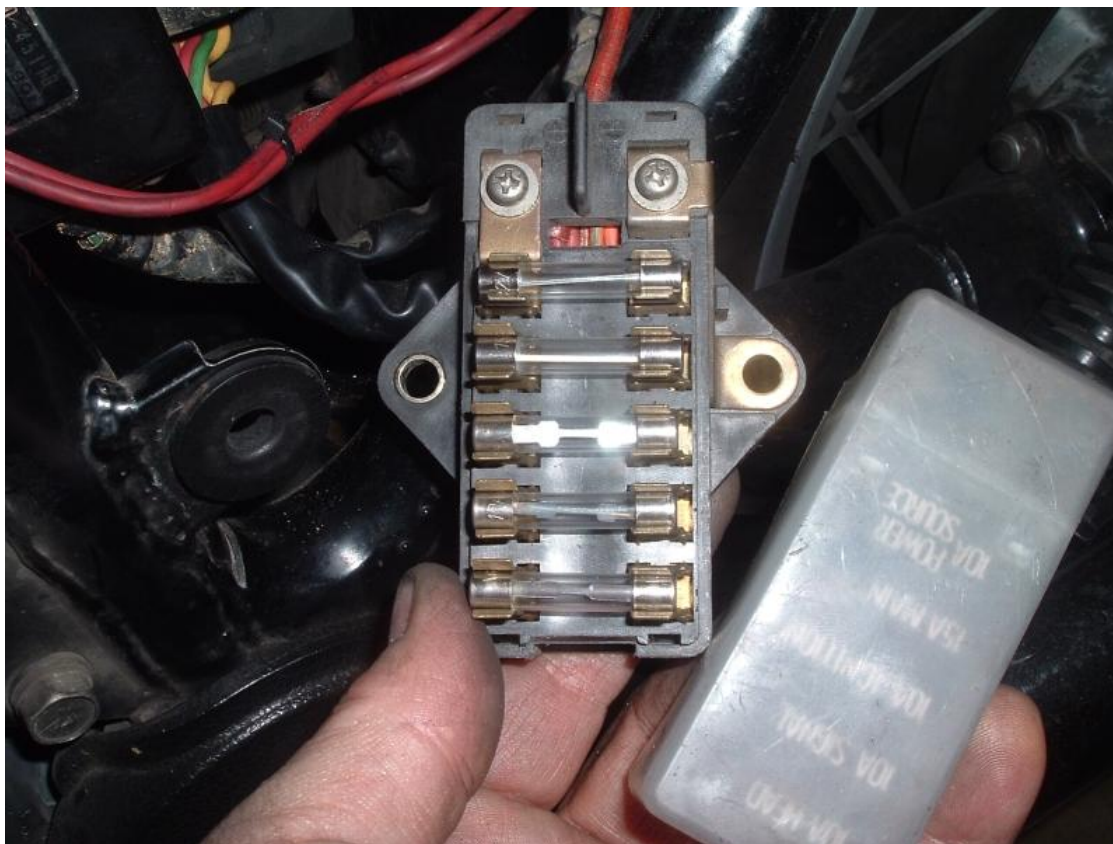
The main positive and negative inputs have a little different contact arrangement. Take out the screws and the contacts pop out for cleaning.



Below are the contacts on the positive side of the fusebox. Just scrub them clean with your wire brush, spray them with contact cleaner and snap them back in.



After you get everything clean, just reassemble and reinstall. Don't forget to scrub that ground strap on the right side in the picture below.



After everything was buttoned up I checked my voltage loss between the r/r output and the (+)battery terminal [as per [The Stator Papers](#)]. Last weekend, while riding around during the Julian rally, Mr. posplayer checked it and found about .6v-.8v loss. After this cleanup I measured .3v loss. Jim says that ideally you want a loss of only .25v or less. It's not perfect, but it's better. Next I'll clean up the ignition switch, another common area for corrosion and voltage loss. It's a great idea to clean **every** electrical connection, ground connection, socket, etc, in the entire wiring harness on these old bikes from the headlight bucket to the tail light. [[Click here for more tips.](#)] Corrosion increases resistance and voltage loss which leads to heat that can kill your charging and electrical system with melted insulation and short circuits.

My thanks once again to the fine members of [The GS Resources Forum](#). Please join us there and share your experiences and expertise.

Thank you for your indulgence,

BassCliff

<http://members.dslextreme.com/users/bikecliff>