

Tools:

- Sockets
- Phillips Screwdriver
- Flat Screwdriver
- ½" Wrench
- Pry Tool
- Socket Adapter
- Zip Ties
- Cordless Drill

1. Battery Removal

- a. Disconnect Battery – 10mm socket (by hand), positive first, then negative
- b. Remove Battery Sleeve – slide off
- c. Remove Battery bracket – single nut – 10mm Cordless drill with long bit

2. Air Intake Removal

- a. Loosen hose clamp – 8mm
- b. Remove 2x bolts that hold air intake tube in place – 10mm
- c. Remove 4x screws that hold air intake cover - 8mm remove cover off airbox
- d. Remove fender bolt holding down air box - 10mm
- e. Air box pops out – shimy out...

3. Power Steering Bottle

- a. 10mm screw, set it out of the way

4. Remove all battery bolts on battery tray

- a. 5x – 10mm
- b. 2x – 10mm (close to fender)

5. Fuse Box

- a. Remove Fuse Box Cover
- b. Label ALL Terminals – N1-N7 total (nothing on post 4?) – they are all stamped, but it doesn't hurt to label with sharpie.
- c. Loosen ALL Terminals and Remove – 10mm
- d. Remove 7mm bolts SLOWLY – they will click at the top
- e. Lift fuse box off of the base – there are four clips, release with a flat head screw driver
- f. Wiggle connectors sideways, stick your finger in the holes
 - i. Blue
 - ii. Beige
 - iii. Gray
 - iv. Black
- g. Use Zip Ties linked together on hinge in hood and hold fuse box connectors up out of the way. Gray won't really fit on it.
- h. Fuse Box Base (**SAVE BASE**)
 - i. Remove 1x Screw – 7mm (**SAVE**)
 - ii. Remove 2x Nuts - 10mm (**SAVE**)

- iii. Remove base and remove
 - i. Use Pry tool to remove wires off top cover
 - 6. Label ALL wires going to the fender
 - a. There's only one wire
 - 7. Remove wires off of wire chase with pry tool
 - 8. Remove wire chase with flat head screw driver
 - 9. Wires 5 & 6 over fender
 - 10. Remove 10mm nuts off of the small battery cover
 - 11. Remove Small Battery
 - a. Remove terminals with 10mm wrench (by hand)
 - b. Remove battery
 - 12. Remove 10mm nuts holding battery tray to firewall
 - 13. Groom all the wires back out of your way
 - a. Remove panel clips on tray
 - b. There is one on the bottom side of the tray
 - 14. Wiggle Tray out
 - 15. Push oil dip stick away (not necessary?)

Assembly

- 16. Slide in new battery tray
- 17. Use firewall washers to secure it to the firewall – 10mm
- 18. Use short bolts to secure
- 19. Remove threaded insert from factory battery cover – pop it into the new battery tray
- 20. Use fuse box base and put it back onto the steel tray with the factory hardware
 - a. 1x screw, 2x bolts
 - b. Notches towards firewall
- 21. Put connectors back onto base – they snap in
- 22. Sit fuse box right on top – it should slide right in – snap all four clips into place
- 23. Tighten 4x 7mm bolts – low torque setting
- 24. Bring wires back into place
 - a. 1-3 first
 - b. 5,6
 - c. 7 (Alternator)
- 25. Remove cover off of ESS Positive – it will go onto the main positive post clamp
- 26. Route fender wire UNDER post clamp wire
- 27. Wrap the ESS Factory Negative with Electrical Tape
- 28. Make sure all the relays and fuses are well seated and cover the fuse box
- 29. Attach Power Steering Bottle
- 30. Put in Cranking Battery first (in the correct orientation – posts towards the firewall)
- 31. Put in secondary battery in opposite direction
- 32. Put down the lid and secure with genesis hardware
- 33. Wire in Factory Positive onto the Clamp – make sure it's all the way down and tighten with 10mm

34. ESS Positive attach to main battery post (flip it upside down so the tabs are up)
35. Attach Genesis harness to positive post clamp
36. Attach the other positive. Make sure it's seated to the bottom. ½" wrench
37. Factory Negative may not reach the Post.
 - a. Rotate just the shunt attached to the black sensor box
 - b. Remove 13mm nut – small aux negative (Remove and secure out of the way with electrical tape and zip tie)
 - c. Short negative bus bar wire is first
 - d. Longer wire that links the two battery negatives will go on top of that one
 - e. Tighten post clamp
38. Attach Negative post clamp for cranking battery
39. Put airbox back in – make sure the rubber feet are still on
 - a. Fender bolt first
40. Make sure clamp is still loose, put cover in and use 8mm to put it all back together
41. Tighten hose clamp
42. Two bolts that hold air intake in place