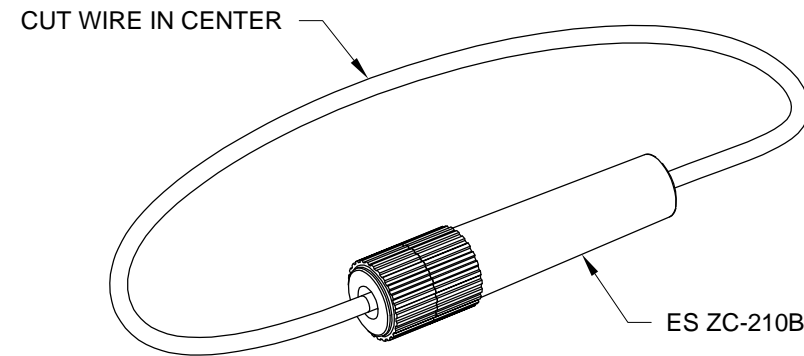


**NOTE:** Refer to Section 5 for identification of electrical connectors.

**Step 1:** Cut the ES ZC-210B In-Line Fuse Holder wire at the midpoint of its length as shown in Figure 1.



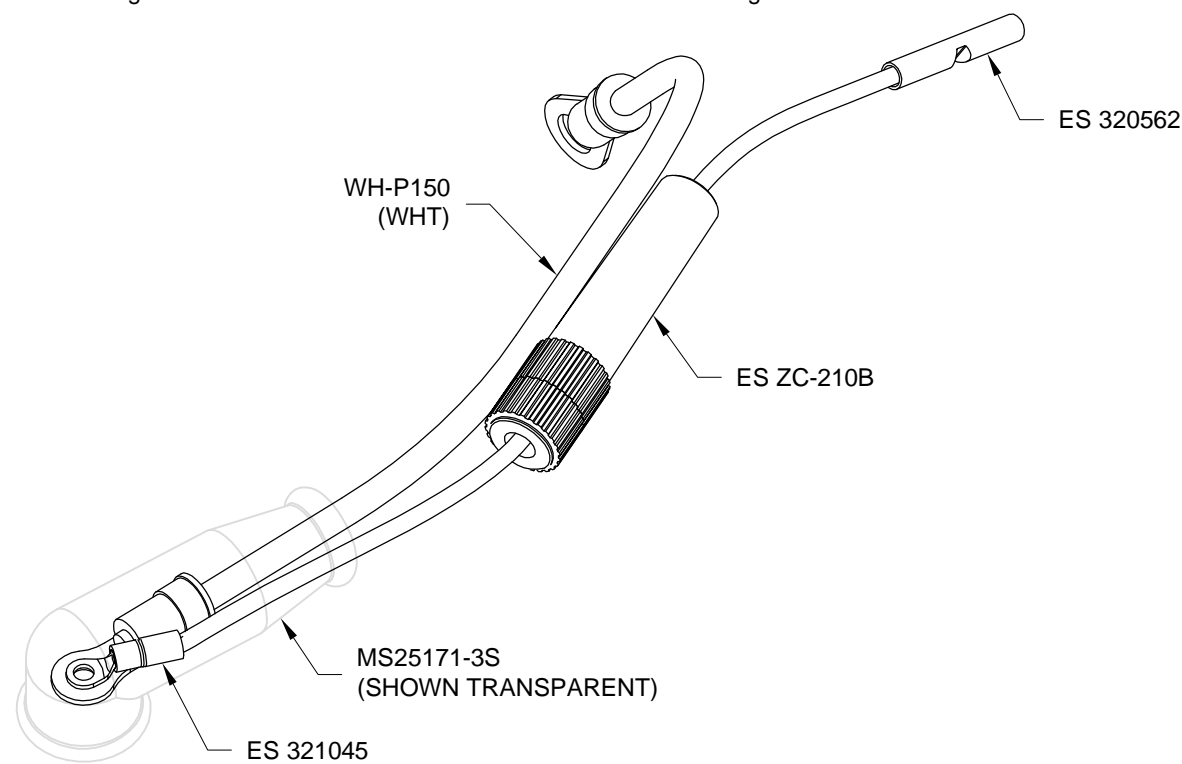
**FIGURE 1: CUTTING THE IN-LINE FUSE HOLDER**

**Step 2:** Open the ES ZC-210B In-Line Fuse Holder and check that a 5 amp fuse is installed.

**Step 3:** Strip the ends of each wire coming from the ES ZC-210B In-Line Fuse Holder.

**Step 4:** To the end of one wire coming from the ES ZC-210B In-Line Fuse Holder crimp a ring terminal and the other a butt splice as called out in Figure 2.

**Step 5:** Slide an insulated boot over the end of the WH-P150 (WHT) Battery Power Cable with the smaller ring terminal. Also slide through the boot the ring terminal on the ES ZC-210B In-Line Fuse Holder. See Figure 2.



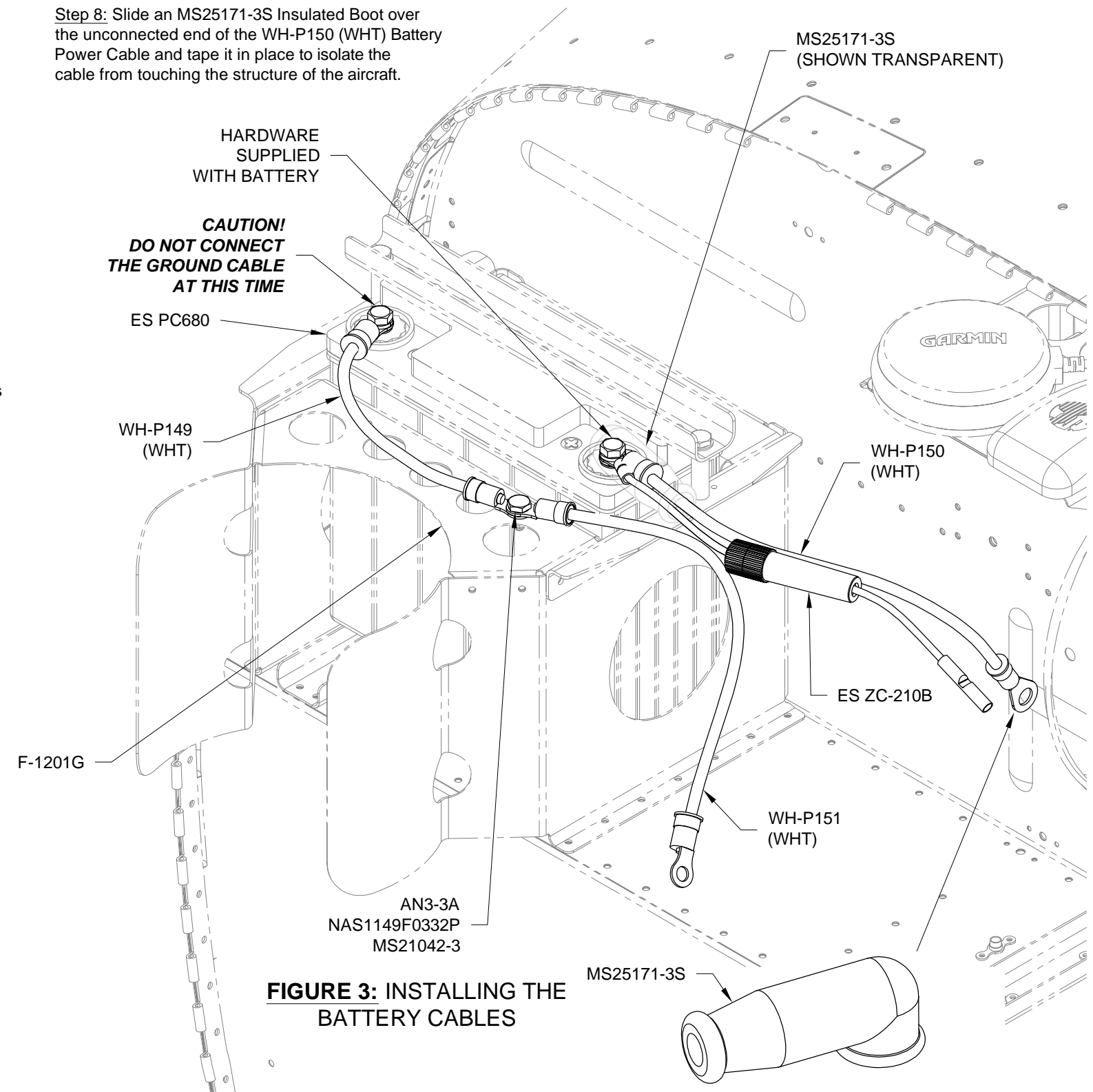
**FIGURE 2: BATTERY POSITIVE TERMINAL CABLE AND WIRE**

**NOTE: DO NOT CONNECT** the WH-P-149 Battery Ground Cable to the negative (ground) battery terminal at this time! Temporarily connect the ground cable only when necessary for testing at the end of this section or permanently before flight testing the aircraft!

**Step 6:** Using the hardware and instructions supplied with the ES PC680 Odyssey Battery attach the WH-P150 (WHT) Battery Power Cable and ES ZC-210B In-Line Fuse Holder to the positive battery terminal. See Figure 3.

**Step 7:** Using the hardware called out in Figure 3 attach the WH-P149 Battery Ground Cable and the WH-P151 (WHT) Engine Ground Cable to the F-1201G Oil Reservoir Brace.

**Step 8:** Slide an MS25171-3S Insulated Boot over the unconnected end of the WH-P150 (WHT) Battery Power Cable and tape it in place to isolate the cable from touching the structure of the aircraft.



**FIGURE 3: INSTALLING THE BATTERY CABLES**