



2015+ S550 MUSTANG Battery Relocation Kit

WR-BTRYRELOKIT-LH

WR-BTRYRELOKIT-RH

The Watson Racing Battery Relocation Kit is NOT designed to protect you in the case of an accident, and therefore is **INTENDED FOR OFF-ROAD RACE-USE ONLY**. Watson Racing will not be held liable for any misuse of this product.

This document is intended as a guideline only. **PLEASE READ ALL INSTRUCTIONS & WARNINGS PRIOR TO BEGINNING INSTALLATION.**

Note: Use blue thread locker on all bolts where possible.



1. Disconnect vehicle battery (2x 10mm socket), and remove from car (1x 8mm socket).
2. Elevate front of vehicle securely, and remove front passenger wheel. Remove front passenger plastic wheel liner by removing plastic push pins (*remove push pins to remove battery tray).
3. Remove factory battery tray (3x 8mm socket).
4. With razor knife carefully cut a ½" long slice in fire wall grommet for battery wire to pass through. You may have to slice interior side of harness grommet to pass cables through into the engine compartment. **USE CAUTION NOT TO CUT ANY OF THE FACTORY WIRES IN GROMMET.**



5. For ease of installation, it may help to remove the passenger side front seat, using Torx socket. Carefully disconnect seat harness connectors and remove.
6. Remove rear seat lower cushion by pressing on 2 plastic latches under front of seat. Fold down back of seat.



7. Now you will need to remove rocker trim, kick panel, and quarter trim. All panels are held in with push-pin type retainers on the back sides of the panels. Gently pull inward to dislodge.

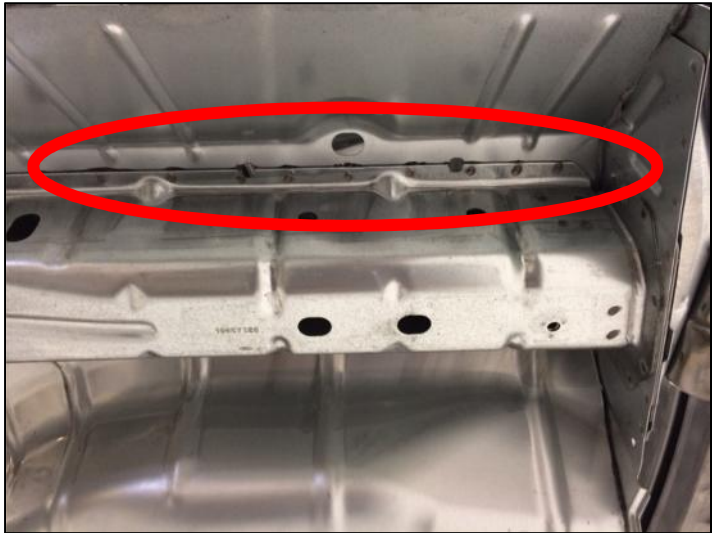


8. In trunk, remove subwoofer enclosure if equipped. 3x T-20 Torx to remove lower cover. 2x 13mm socket and 1x T-40 Torx to remove subwoofer. *Disconnect harness in back.

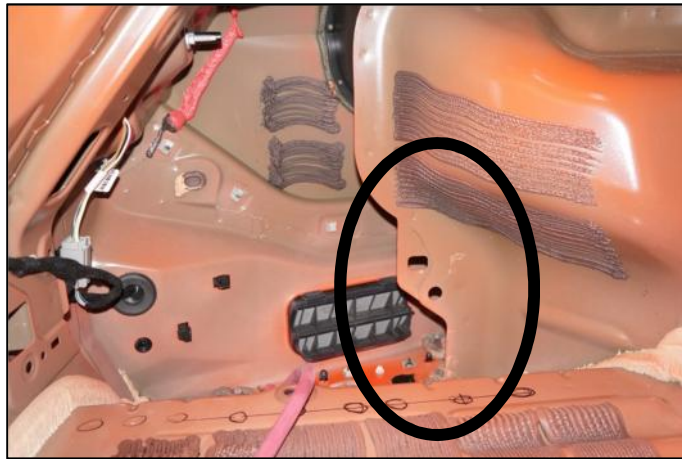
9. Remove center, left, and right side carpet trim.



10. Note the two rows of spot welds along floor; this is where the frame rail is welded to the floor panel under the car (second photo below). Mark approx. 13" of spot welds to help visualize the rows/lines that the battery tray will be lined up with. You will be drilling/mounting the battery tray in-line with the spot welds (straddling frame rail), so you capture TWO layers of metal for maximum security/strength.



11. Place battery tray in desired location and mark ONE hole. With 21/64 drill bit, drill ONE marked hole of battery tray (through spot welded flange). It may help to start with a 1/8" pilot bit.
12. Put first bolt through tray into drilled hole to help keep the tray in place when marking remaining 3 holes.
13. Drill 3 remaining holes. If retaining trunk carpet: put carpet trim back in and transfer holes with a sharpie onto the underside of the carpet. Remove and drill/cut hole for bolts to go through. Touch up paint to prevent corrosion.
14. Drop all 4 bolts through tray and new holes in floor. We provided carriage bolts that lock themselves into the battery tray. Use your battery to hold the bolts down onto tray, while you tighten the Nylock nuts/washers evenly from under the car. Use silicone to seal bolts to body and prevent water entry.
15. Drill 3/8" hole in pinch weld flange for ground wire. Grind off paint to bare metal around hole for good ground connection.



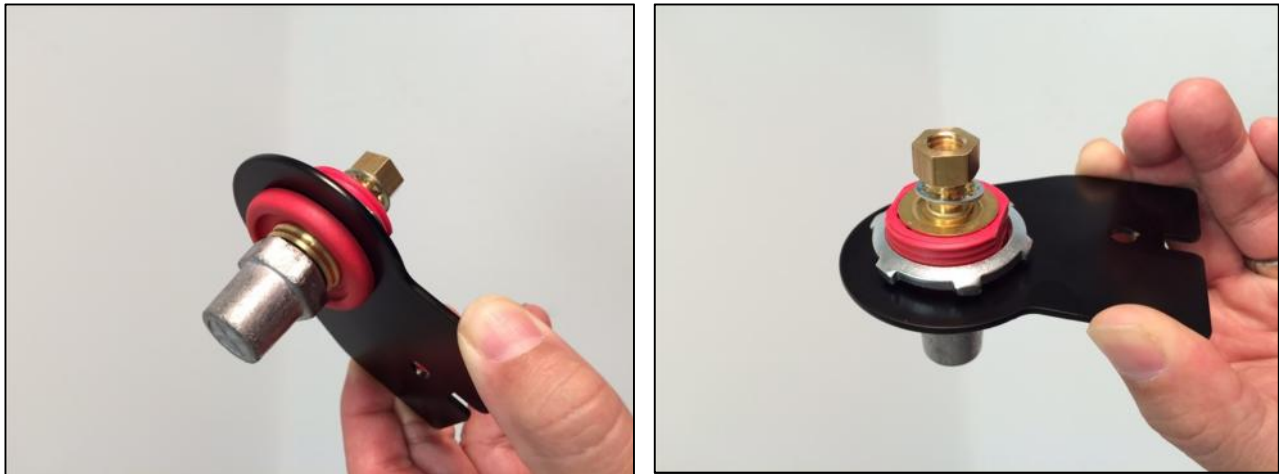
16. Fasten 90 degree terminal end of wire to hole with supplied 8mm bolt and nyloc nut.
17. Since wires will be ran out of sight behind trim panels, you will need to cut small slits in the carpet panels to allow the wires to pass through:



18. From front RH wheel well, pass wire through grommet into cabin of car. Use a small amount of dielectric grease to lubricate grommet and ease installation. Will need to pull back passenger side carpet under dash. Route battery cable along existing harness loosely zip tying along the way (DO NOT FULLY TIGHTEN).



19. Run front portion of cable (with heat wrap) into the engine compartment following OEM harness. Route it between body and A/C lines. Zip tie to harness, and up to Fuse Box area. ****USE CAUTION** and check/re-check that battery cable is NOT rubbing anything abrasive, and NOT touching the exhaust manifold. Take your time here and re-check everything. **Lack of attention here can cause damage and FIRE.**
20. Assemble provided battery stud bracket and stud as shown (following page). Use a pair of channel lock pliers to tighten large-tooth ring to terminal; note that teeth bite into bracket. Loosely install new battery cable to underside of stud; be sure to use provided lock washer under the nut.



21. Remove factory battery NEGATIVE wire from the factory battery terminal. RETAIN terminal for later re-use.



22. Remove bolt from OEM ground wire (circled); retain for re-use.



23. Route original battery NEGATIVE wire (from step 21) over to the bolt removed in step 22. Secure provided bracket and BOTH factory ground wires to this bolt, as shown. Note that bracket is notched to accept the anti-spin 'tab' of the factory ground wire.



24. Tighten the Watson battery cable to the underside of the stud. Adjust the Watson battery cable as needed throughout car, and **secure ALL zip ties.**

25. Install factory POSITIVE battery cable to the new Watson battery post/bracket assembly.



26. In trunk of car, secure battery to tray with provided strap and hardware.
27. Connect new positive battery cable (from front of car) to one side of the fuse block, then connect provided short jumper cable from fuse block to positive post of battery; tighten. **Note:** place fuse on TOP of the cable's ring terminals, then secure with fuse holder's nuts. This makes it easier to change the fuse later, if needed. Cover fuse w/ rubber cover. Fasten ground wire (should be bolted to body) to OEM ground terminal removed in Step # 21, then tighten to negative lug of battery.



28. Make sure all connections are tight. **Re-check all zip ties and routing of battery cable to ensure nothing sharp or hot will cause damage to positive wire.** Reassemble car (trunk panels, subwoofer box, seat, front wheel well liner) back together in reverse order of how it was taken apart.
29. Start car to test!

NOTE: It is always best to have a back-up fuse on-hand in case of emergency; found at any local auto parts stores. HOWEVER- if fuse has blown- there is a REASON- i.e.- the positive wire is grounding out somewhere. Increasing fuse amperage is NOT the answer! Investigate ENTIRE length of wire to determine cause of short, and repair. FAILURE TO properly install or investigate fuse failure can LEAD TO FIRE. Watson Racing & Watson Engineering accept no liability for damage caused by improperly installed components.