



## 2013-17 Gen V Viper Quick Access Battery Charger Connector Mount and Wiring Harness

### Overview:

This kit allows a battery maintenance system (charger) to be quickly and easily plugged in to the battery without opening the hood, trunk, windows, covers, or panels. A connector and associated wiring mounted inside the side gill allows for convenient and hidden battery access.

### Compatibility:

The SAE 2 Pin Connector is a standard connector that is either directly compatible or adaptable to any battery charger or maintenance system. For many brands adapter harnesses are already available on the market, however, it is easy to create one that will work as needed (contact DSE for support). The SAE 2 pin is a direct connection to Deltran Battery Tender, Optima Digital 400, and others. Adapt to CTEK with the 56-564 Comfort pigtail indicator.

Installation of the kit is quick and easy and requires no permanent modification to the Viper.

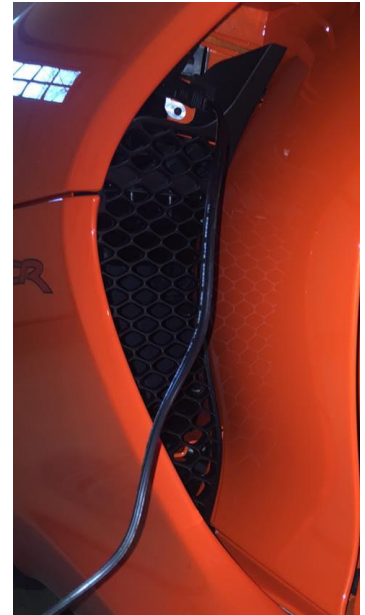
### Construction:

Connector Flag: Type III Black Anodized Aluminum  
Hardware: Natural / Black Oxide Stainless steel.

### Ordering Information:

<http://dougshelbyengineering.com/Viper.html>

DSE-VP-BA-003: Gen V Quick Access Charger Connector Mount and Harness



**Access from the Driver Side Gill**



**CTEK 55-564 Adapter**

### **Thank you for your purchase!**

*Your business is appreciated and customer satisfaction is our top priority! Don't hesitate to contact us via email with any questions or feedback. Word of mouth is the best form of advertising so if you are satisfied please spread the word!*

**REMOVE BEFORE FLIGHT**

*Your kit includes a "REMOVE BEFORE FLIGHT" tag. Please place this somewhere within view to serve as a reminder to unplug the battery tender prior to starting the engine on your Viper.*

### **Disclaimer of Liability:**

*Doug Shelby Engineering assumes no liability expressed or implied for the improper installation or use of this product or its components. Doug Shelby Engineering is NOT responsible for any damage, consequential or otherwise for equipment failure after installation.*

### **Vehicle Modification:**

*Modification of your vehicle with the parts identified above may alter its stock performance; the buyer hereby expressly assumes all risks associated with any such modification.*

### **Disclaimer of Warranty:**

*Seller disclaims any warranty express or implied with respect to the parts sold hereby whether as to merchantability, fitness for particular purpose, or any other matter.*

## Installation Guide:

- Note: Battery does not need to be disconnected for this installation, however, be mindful of the live 12V post should you chose not to disconnect the battery (do not short this with a wrench to the chassis).



**Connector mounting location.**

**Note location of first ty-wrap securing wiring to plastic housing.**



**Connector Exit Angle**



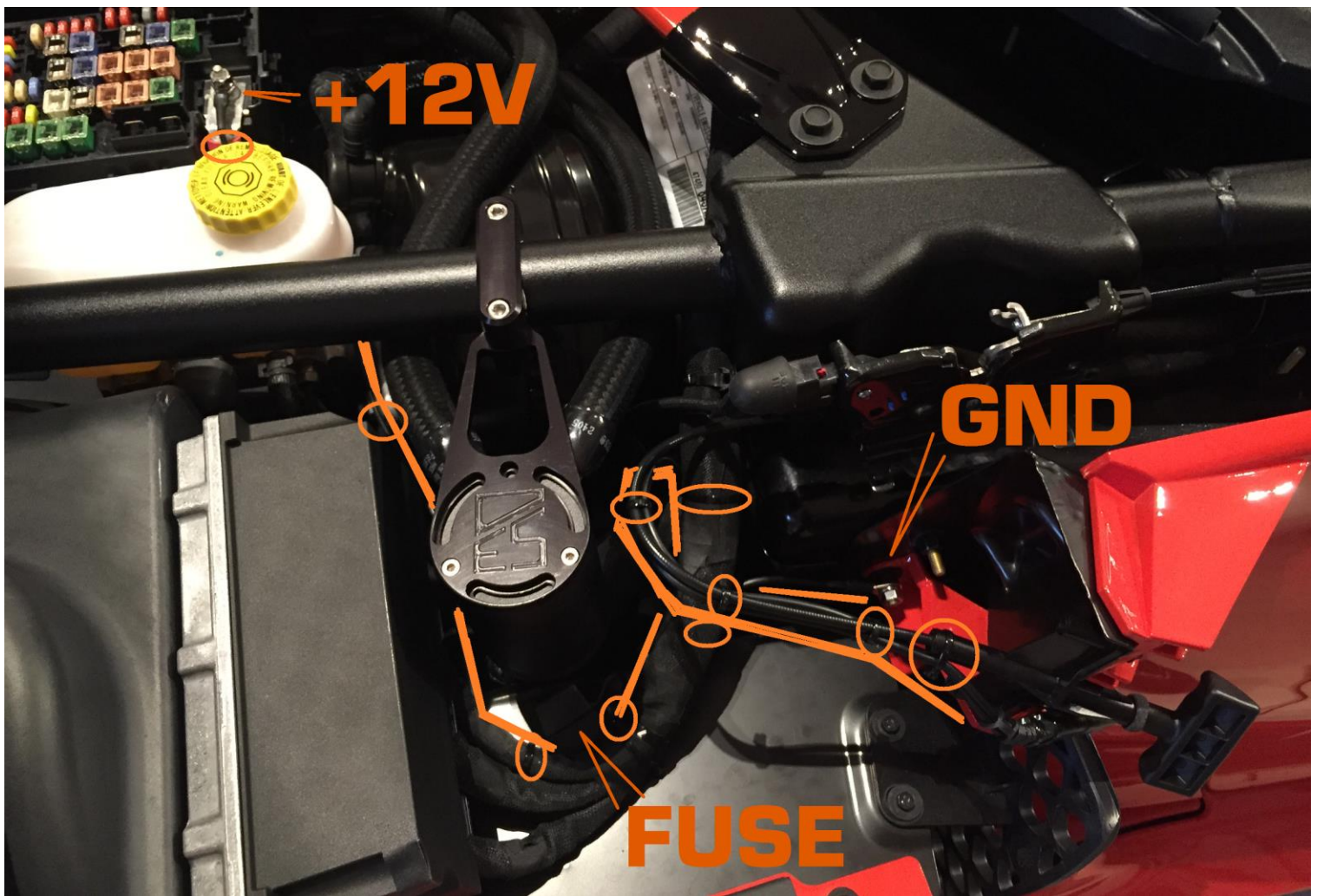
**Prototype Connector flag for reference.**

*See photos on the next page for wiring layout guide.*

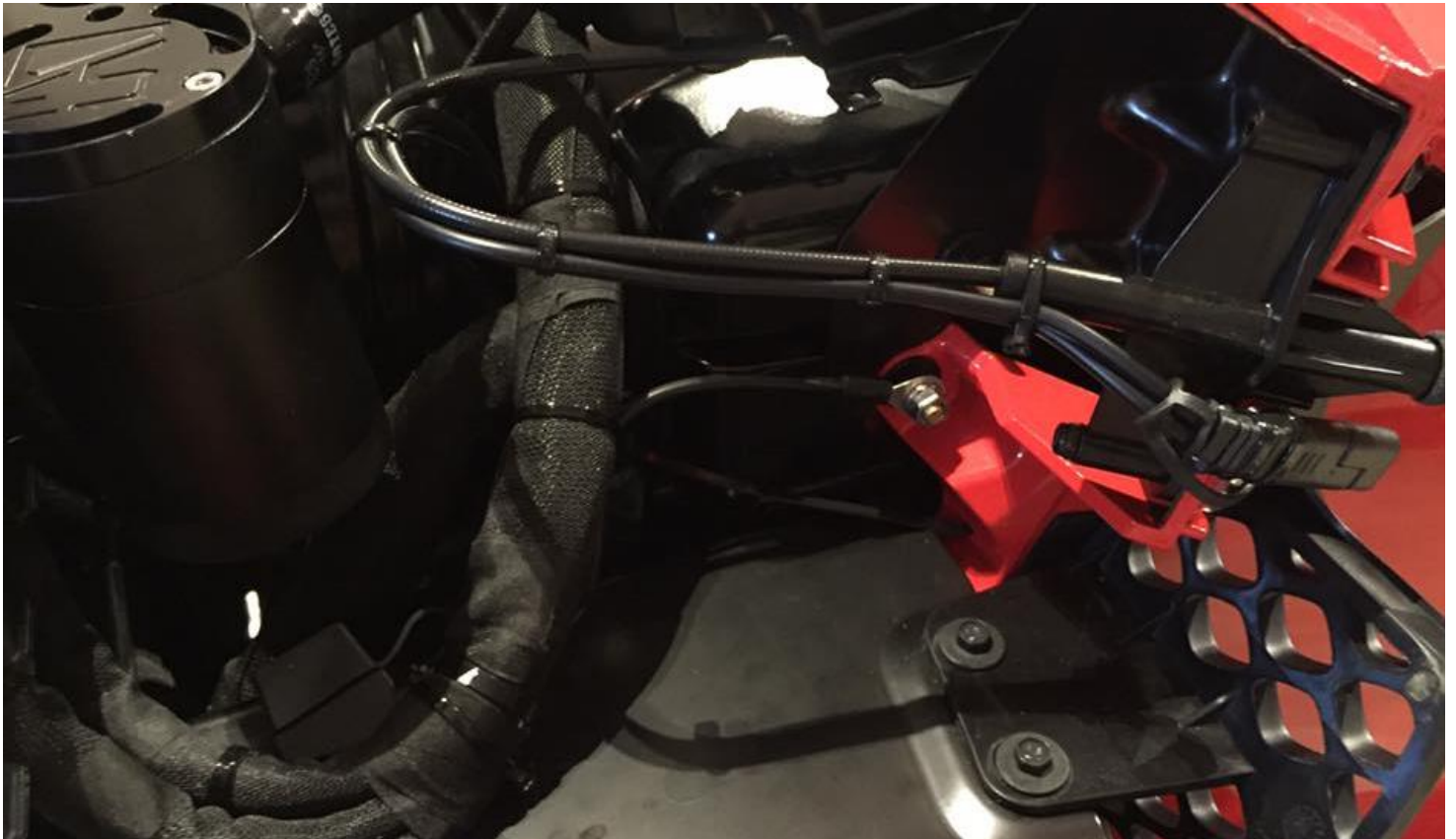
- Remove the lower screw that secures the hood release latch (see image above for location).
- Install the connector flag on the front side by using the black bolt, washer, and locknut through the lower hood release hole.
- The washer should be located on the back side against the locknut. Take care to align properly when tightening.
- Lay the wiring harness in for a test fit. The recommended path is as follows:
  - o Run around the hood release cable, down the ECU harness where the ground and power lines split
  - o Loop the ground connection back toward the lower body lug as shown
  - o Locate the fuse in the valley before the ECU harness splits
  - o Continue running the power connection past the ECU toward the fuse box power lug.
- Maintain a low interference path between the existing parts of the vehicle and wiring to avoid strain on the wiring or chaffing issues. There is sufficient length to make flowing wiring transitions. Note the ground wire will loop back from near the fuse.
- Ensure the fuse is oriented to be somewhat accessible as needed.
- Secure the ground side ring terminal to the ground lug with the included nut and lock washer.
- Secure the power side ring terminal to the power lug (located under the fuse box lid) with the included nut and lock washer.
- Connect the appropriate battery charger (adapt as necessary) and ensure it is properly charging. *If the battery charger does not recognize the battery there may be a grounding issue with the lug in question (observed rarely on some cars).* If this occurs connect the ground terminal to the other available ground lug to resolve the issue. Contact us with any questions.
- Secure the wiring with the included Ty-Wraps. Begin with the first ty-wrap tight against the plastic housing providing strain relief and preventing rotation of the flag. The second ty-wrap should also be tight to prevent any movement. Additional ty-wraps are located in key locations such as to secure the fuse on either side, right at the ground lug loop, right at the power post to keep the wiring bent down against the power cable. Use flush cuts as needed to tighten and then clip the ty-wraps.

## Maintenance:

Dielectric grease has been installed on the connector contacts for long term performance. Keep the cap installed when not charging. Keep the contacts clean from debris and periodically inspect wiring for issues.



*Wiring diagram guide showing routing and ty-wraps (circles). Using this guide, lay wires as it makes sense for your car.*



*Additional View Of Recommended Wiring Layout*