

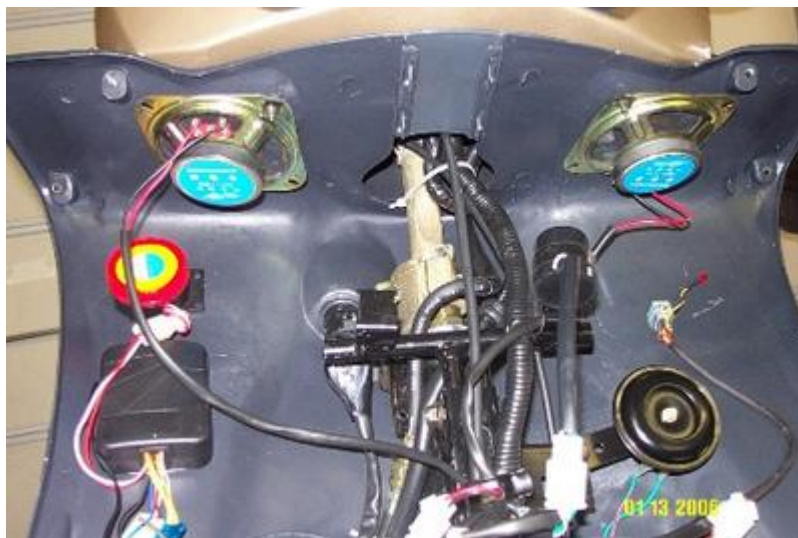
Batteries and the Electrical system

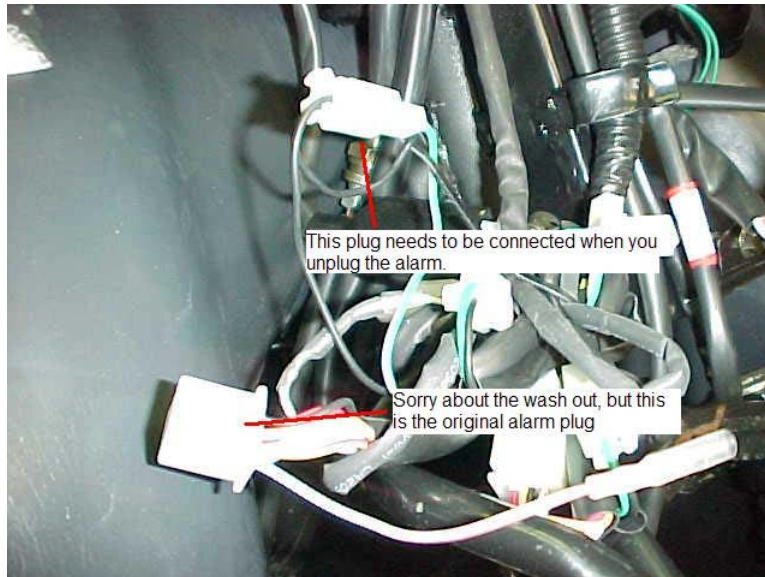
When you first fill the new battery, make sure the acid covers the plates and the acid completely fills the battery. If you need to add fluid to a new battery, acid is best, but if you absolutely can't get more acid from an auto parts store or battery shop, use distilled water (never tap water). ALWAYS fully charge the battery before installation. This will set the battery capacity, so if you install it with a partial charge, you will probably reduce the life of the battery.

The battery on the Touring 150 model isn't as powerful as it could be but it's adequate if you use a floating charger when not riding. The stock battery is a GTX7A, which is a 12 volt, 7 amp hour rated battery. It can easily be replaced (except on the Racer 150, so check your dimensions) with a GTX9A, which is a 9 amp hour battery. The 7 amp battery is actually sufficient in most respects, but there are a few things that can make it marginal.

First, there is an alarm module, which places a small drain on the battery whether it's on or not. My suggestion is to remove the alarm, since it really isn't going to deter anyone from stealing the scooter anyway, and why would you really want to start the scooter remotely?

To remove the alarm, take the front fairing off (now's a good time to fix the aiming of the headlight too), and you will see the module and siren fixed to the right side of the interior panel of the scooter (Directly below the right grip). It's a simple matter of unplugging the module and pulling the module off the panel to remove. It's stuck to the inner panel with foam tape. With the module removed, everything will work, EXCEPT, the ignition won't shut the scooter off until you make one connection. Connect the plugs with green and black wires that is located in the wiring bundle (see photo). Test the ignition switch, starter, kill switch, brake lights, etc. then make sure the ignition switch shuts the bike off, and you're done. No more battery drain. [See update below](#)





Another item I feel is worthless, and can drain the battery, is the radio. While the fairing is off, look at how the speakers are mounted..... There is no possible way you could get even marginal sound quality without having grilles for the sound to project from. I removed the speakers and the radio, rather than run the risk of having it get turned on and drain the battery. By doing this, you also free up some valuable storage under the seat.

For battery maintenance, I strongly suggest a battery maintainer or floating charger. There are several on the market, but the best I've found is the Battery Minder. Unlike the popular Battery Tender, the Battery Minder will charge a dead battery, and if you make a "Y" cord, you can connect it to as many as 4 bikes at the same time. Both units are able to go to a low level "float" mode, which can be left connected without boiling the battery. The Battery Minder also has a desulfation feature. Sulfation is what really kills batteries, so keeping it clear will prolong the life.

For a replacement battery, I like the Power Sonic batteries. They aren't as cheap as some, but they last well, and they are reasonably priced. I bought a SLA-10-12 which is a 12 volt 12 amp battery from www.ragebattery.com for \$19.95 plus s/h. Order the ¼" connections. The smaller ones will work, but the bigger ones have more surface contact connection. These are sealed lead acid batteries that come filled, so all you need to do is charge them before installation. The 12 amp battery has about a 50% increase in capacity over the stock 7 amp batteries and they fit in the battery compartment just fine. The connections are the blade type, so you will need to replace the wire ends on your scooter, which are available at all auto stores and simple to do.

If you want to improve the headlights on your Tank, you can replace the 18 watt lamps with 35 watt lamps. This is about the most the system can handle, so don't use the auto store 55 watt type. I'm sure you can find them cycle parts suppliers. See the headlight adjusting section for instructions on installation. You can also get the 9003 (H4) type bulbs from my web site (www.oregonvintage.com) and they run about \$6.00 each.

Alarm system update:

Recent models of the Touring 150 seem to have a different wiring loom, so you may not have the same alarm connections shown above. If there is a fuse in one of the alarm wires, you have the newer system. Below is an email I received that explains how they disarmed the new style alarm wiring. This information was supplied by John & Elke M. (Thanks).

We have a small blue fuse in the alarm system bundle. We removed it and it still did not disable the alarm. The wire to look for is a single connector from the alarm bundle to the ignition, the wire to connect to is also a single wire hanging loose. Disconnect the wire to the ignition from the bundle and reconnect to the other loose connector and eureka!!!! It worked!! The wires were black and white on our machine!