

Hi, Michael.

Done at last and all works well. Following descriptions are for the images (which are attached and numbered in sequence):

1. Fairing and fuel cell removed. This is the electronic relay center/ECU tower on a BMW '98 K1200RS.
2. Center left is the starter relay with red/black in/out cables attached.
3. Positive cables attached to the relay input. Both the original and the HiCap must be attached. There's room for both.
4. Positive terminal on the starter as seen from under the frame looking up. The coil has been removed, four T25 fasteners, to gain access to the starter. Lower right fastener has a ground lead attached. It's easy to forget to put this back in place. Under the bike reaching up is the easiest way to reach the terminal. HiCap ground is not in place when reaching the starter terminal; it's in the way. HiCap lead is attached to the terminal in this photo.
5. Coil is back in place and the ground terminal for the new HiCap negative lead is in place. (I chose to attach the new ground to the frame instead of the ground mount where the original negative leads are fastened. The original grounds are still in place.
6. Starter Relay with new HiCap in place on output side of the relay. Original positive cable **MUST** be attached to this terminal or there are no lights or turn signals. Other end of the output cable can be reattached to the terminal on the starter or can be insulated against accidental grounding and tied off out of the way. I chose to tie off.
7. Control tower with covers back in place and two new HiCap leads tie-wrapped to the wiring loom. As is obvious, there's room to add the two new positive leads and still fasten everything back in place.

No wires were cut or removed during this modification. All the HiCap leads could be removed at a later time and the original leads would be in place and operative except the the lead to the starter which I tied off. It would simply be reattached should I wish to return to the original configuration.

This system will apply to all K-bikes from K100 through K1200RS and K1200GT through 2001. Later bikes use same system but the positive leads don't bolt to the starter relay. I think they fasten to an input at the top of the control box but I'm not sure. At one point I thought it was possible to eliminate the original positive leads but that won't work. Input lead must be attached to relay or charging system doesn't function; output lead must be attached to relay or lights/turn signals don't function. Engine will start, stop light operates...but power to the lighting relay is cut off.

Thanks for your help in getting the two new positive leads to me. I think this is a worthwhile modification. I didn't check resistance on the starter circuit before/after adding the HiCap leads so I can't provide hard numbers but I think it's an improvement.











