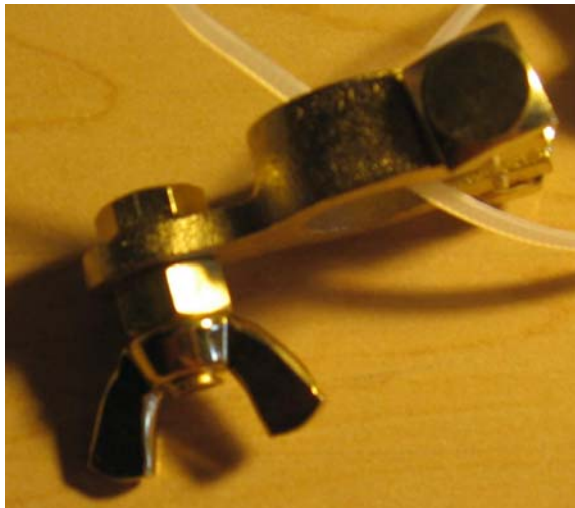


## CLAMP-1 Assembly Instructions

While these things should get to you already put together, it has been brought to my attention that some things might want to be explained a bit better.

Here's the clamp as it comes to you – not that there is both a hex nut and a wing nut on the binding post:



*Yes, I know – it's part of a pair, and I just needed a picture of the one. So, it's cropped...*

You do not have to use *both* nuts on the binding post – I tend to prefer using a hex nut on the positive leads, and a wing nut on the negative (ground) leads. This makes it easier for me to remove the ground leads for electrical service. You can use either and keep the other one for a spare. The next nut is 5/16"-18, and will take a 1/2" wrench. If you have to replace them, brass hex nuts are preferred (they corrode less,) and they should be available at a well-stocked hardware store or a marine supply house. Brass corrodes rather less than steel – including stainless steels (CRES.) However, if brass is not available to you, you are probably better off using stainless.

In the instructions for mains installation, I mention that you should tighten the binding post (they're usually loose. I try to tighten them all, but they get knackered about in shipping rather solidly as well.) Here's what I'm talking about:



See where the wrench is? That hex head is the other end of the binding post, and it's usually what wants tightening up. You don't need to crank down on the thing – German torque (*gutentite*) usually serves. You are going into brass, after all.

*N.B. The hole in the clamp is threaded. In a pinch, you can remove the clamp, take out the screw, and use it from the top to get home. The screw/post may also be replaced (if you need something longer, for instance – or you manage to lose one in the heat of the moment,) it's threaded 5/16"-18. If you get a*

*screw longer than about an inch and a quarter, make sure it's "fully threaded" – screws are typically threaded to a length equal to triple the nominal diameter – in this case, 15/16" (or usually just one full inch.)*

Here's the post assembled – you can, as I said, use either fastener provided with the thing. Whichever works out better for you:



As I've mentioned before, I typically find it most convenient to use a hex nut on the positive side, and a wing nut on the negative side. This not only makes it easier to detach the grounds for service, but if you've ever had to work in the dark (or something else is preventing you from looking at what you're doing...) it's a lot easier to tell a wing nut from a hex nut by feel than it is to paw around on your battery trying to remember which cable to disconnect!

Replacement fasteners, if you need them, are pretty standard. The clamp bolt is a specialty piece (square head,) but it should be available from any parts house. The binding post is a 5/16"-18 screw, and the nuts are also standard.

Remember how I said the binding post screw could be reversed and inserted from the top? Here you go:



See? Works neatly, and it will get you home if you manage to lose your last 5/16" UNC nut. I've done this to great effect. Also, in this case, you don't need a fully threaded screw if you want a longer one, since the shank shouldn't end up hitting the clamp and bottoming out. However, if you need a binding post that long (in any case!) you should probably consider buying either POST-1 (Eight-Way Distribution Post) or POST-2 (Bulkhead Pass-Through Distribution Post.)

Jon Kelley  
Kelley's Works in Progress