



88-91 Honda Prelude ATX20-RS Battery Mount



Installation Instructions

(v1.0)

NOTE: This mount is designed for the Antigravity Batteries ATX20-RS RE-START Lithium-Ion Battery only!
Prelude Engineering LLC does not recommend or support using other batteries with this mount.



This battery mount tucks the battery into the rear of the engine bay, below where the OE “vacuum box” is located. It requires removing or relocating the following major components:

Factory air box/intake

Charcoal canister

Vacuum reservoir (for intake manifold secondaries)

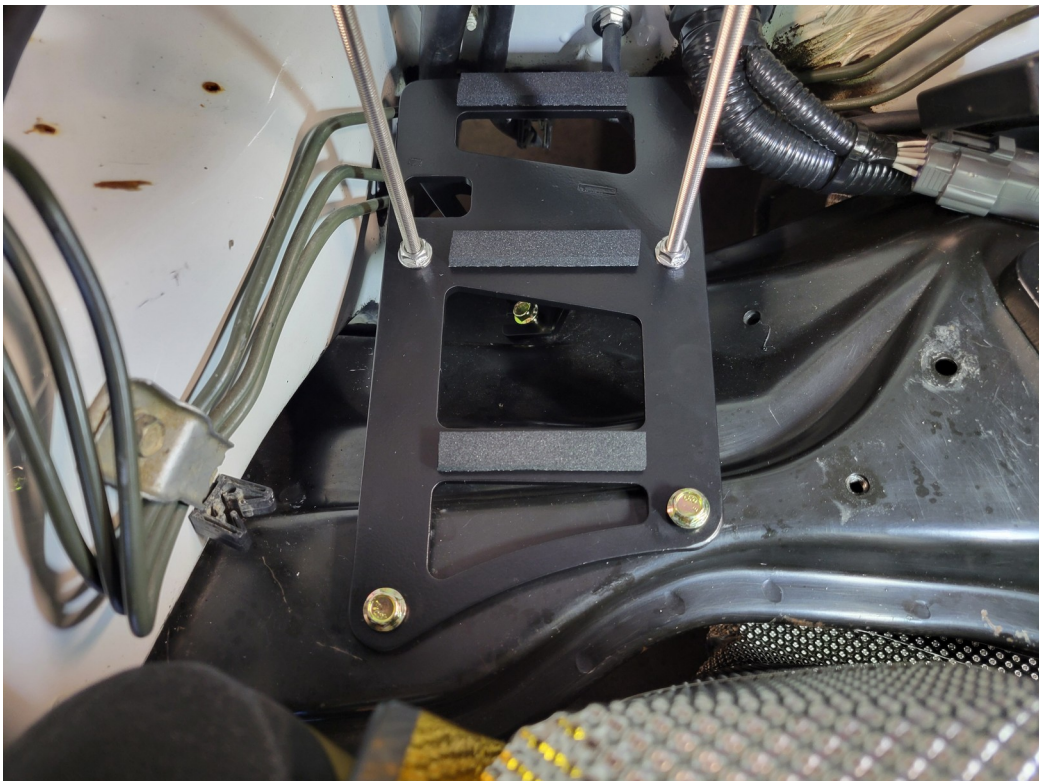
Thread one of the 10mm bolts into this hole on the subframe, do not tighten it, leave it sticking out a ways:



The battery tray rear mount has an open slot. Slide this under the bolt head when you place the tray onto the subframe:



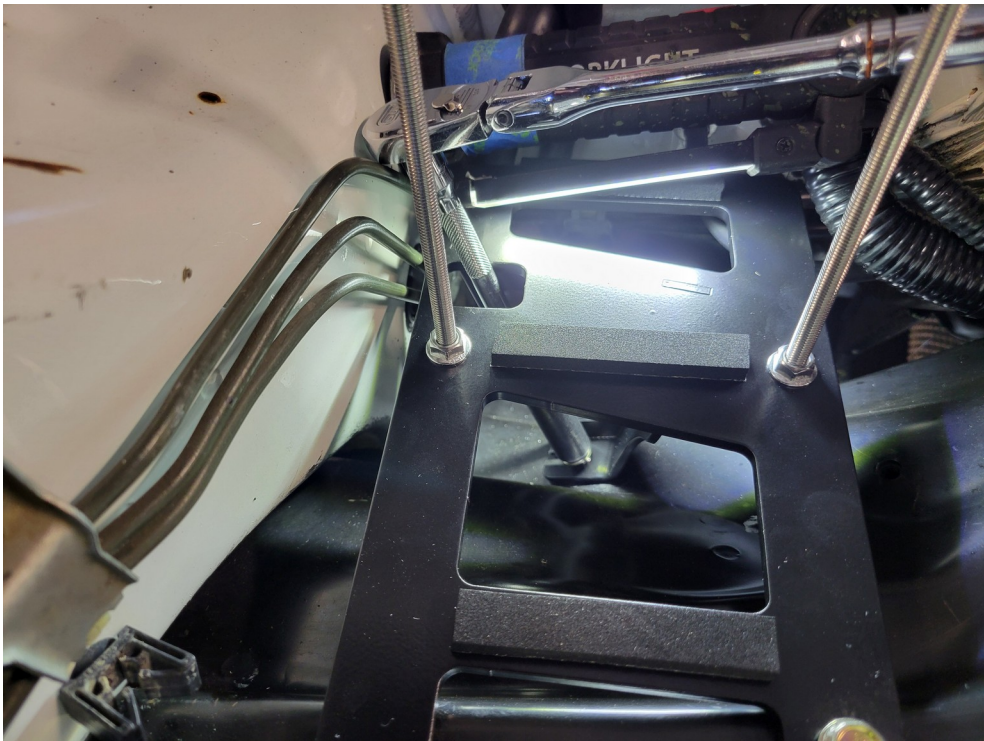
Start the two front bolts but do not tighten yet:



If you are using the K-swap heat shield install it now using the same front bolts:



Tighten the rear 10mm bolt using an extension through the access hole in the tray. Then tighten the front bolts:

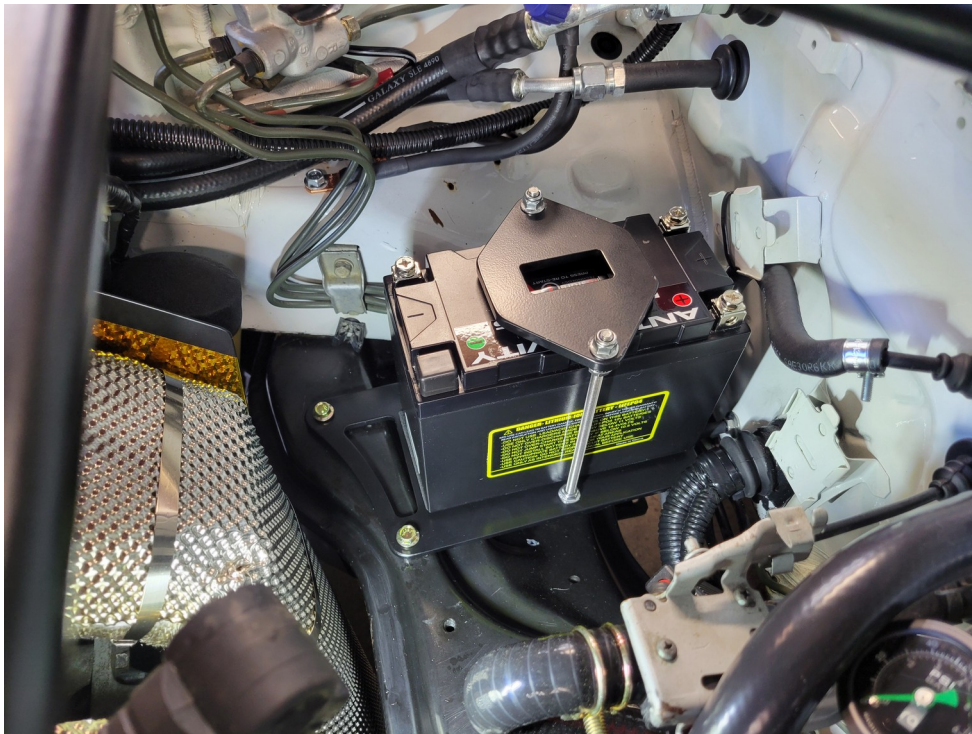


Place the battery on the tray and then the top tie down onto the battery. Center the battery so that the “restart” button is centered in the tie down:



Finally, add the nylon locking nuts. Tighten each a little at a time and keep testing how secure the battery is. There are foam blocks on the tray and tie down that will squish as you tighten. Tighten until you are not able to shift the battery position by grabbing and tugging on it.

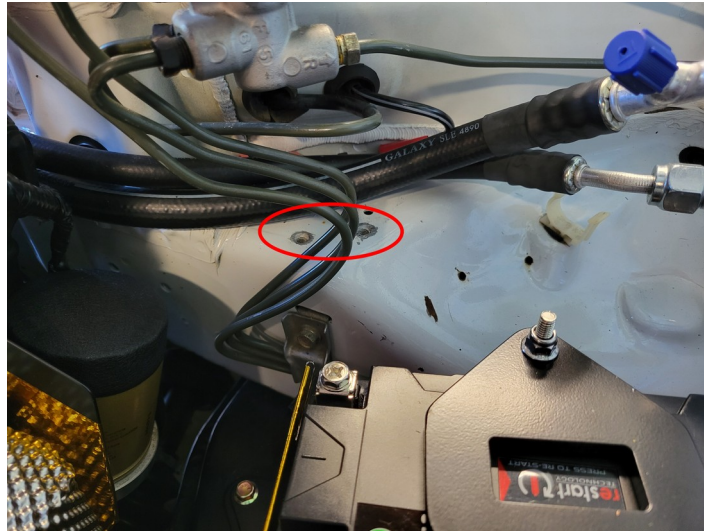
Just make sure it doesn't get so tight that you are crushing the plastic of the battery case!



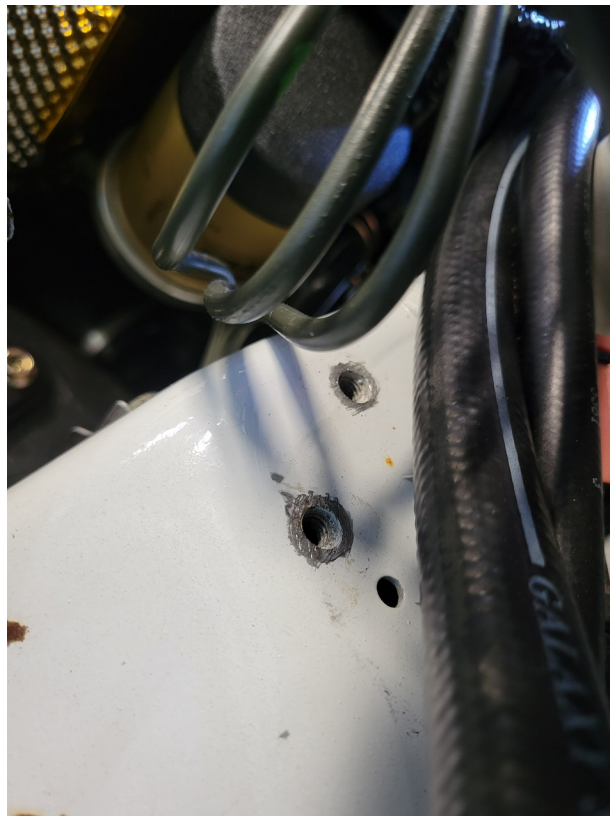
Optional Battery/Starter Cable Installation Instructions

If you ordered the new battery and/or starter cables with the mount this is how to install them.

The cables come with a copper “ground spreader” which helps provide a very good ground to the chassis. It is also a good location to add additional grounds. The spreader mounts to these holes near the battery:



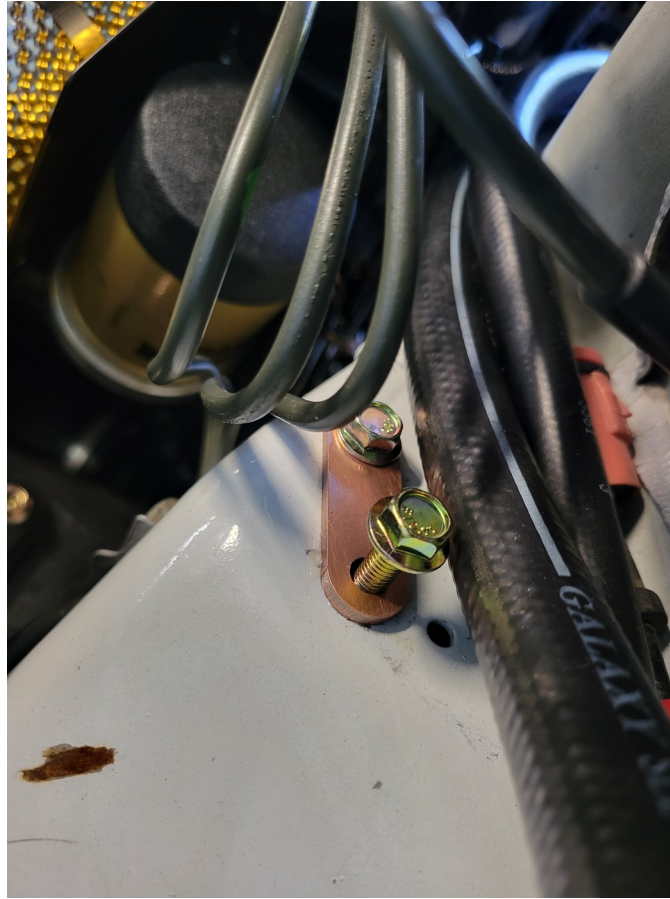
Before installing the spreader use a razor and carefully scrape away all the paint and primer around the holes. This is important for a really good ground connection:



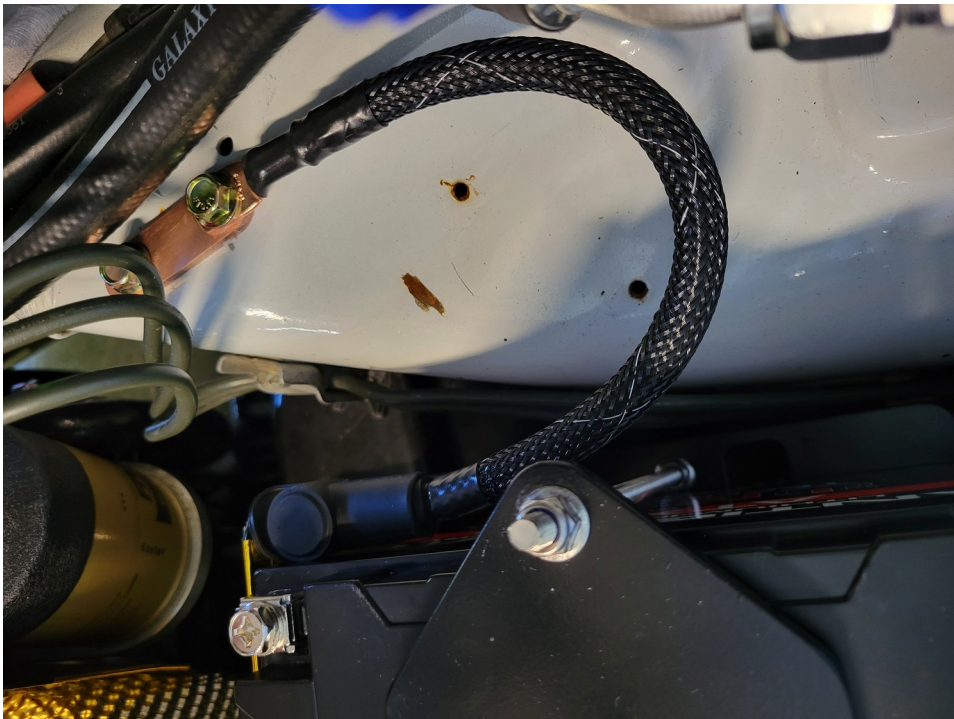
Use some dielectric grease between the chassis and ground spreader. I use a small paint brush to apply it. This grease will stop corrosion. It's also great to use on any other connections to stop corrosion. The grease can be messy on exposed surfaces. In that case I like to bush on some ACF-50:



Install the ground spreader and ground cable using the supplied bolts:



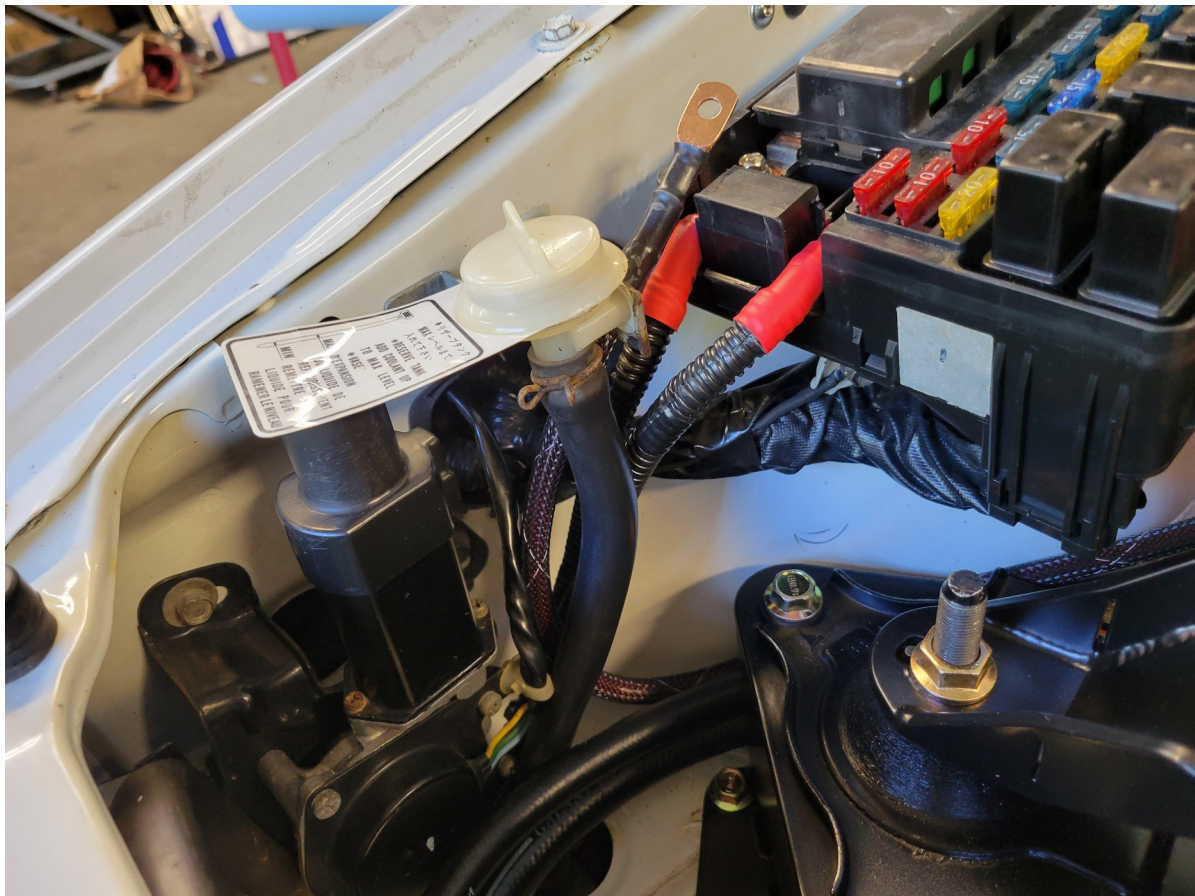
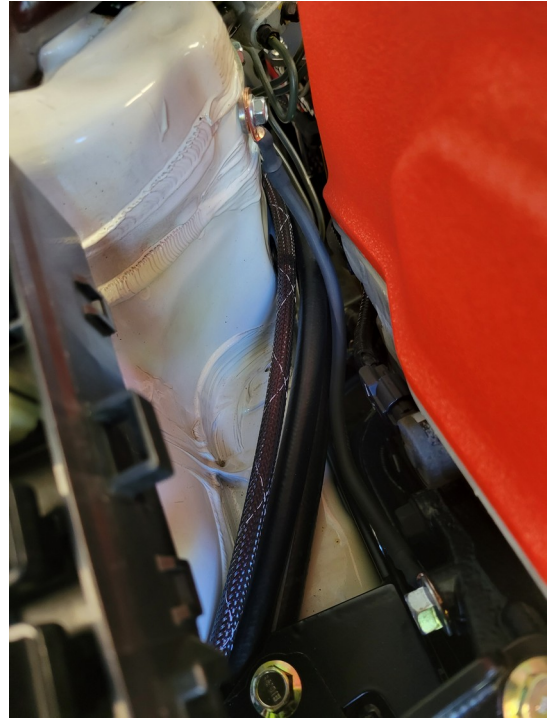
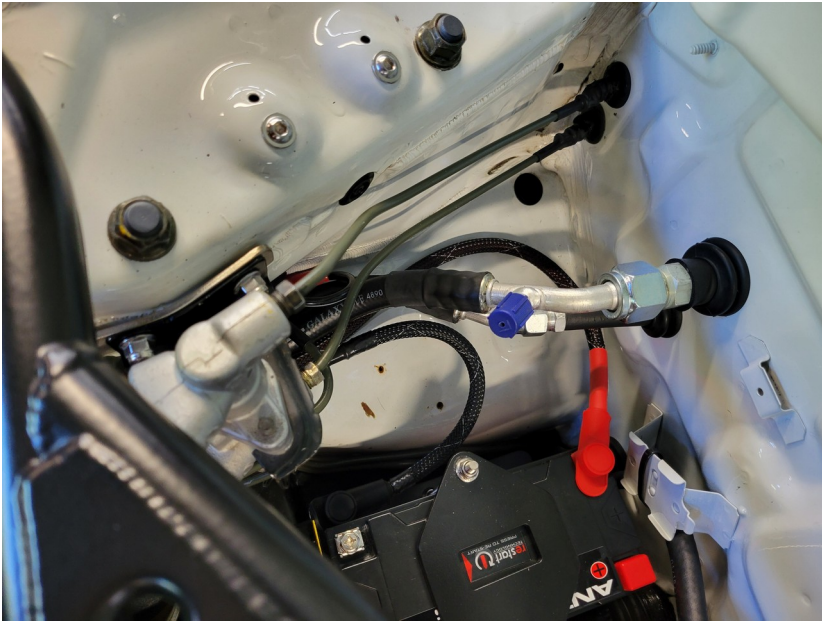
Route the cable like this but **DO NOT connect it to the battery yet!**:



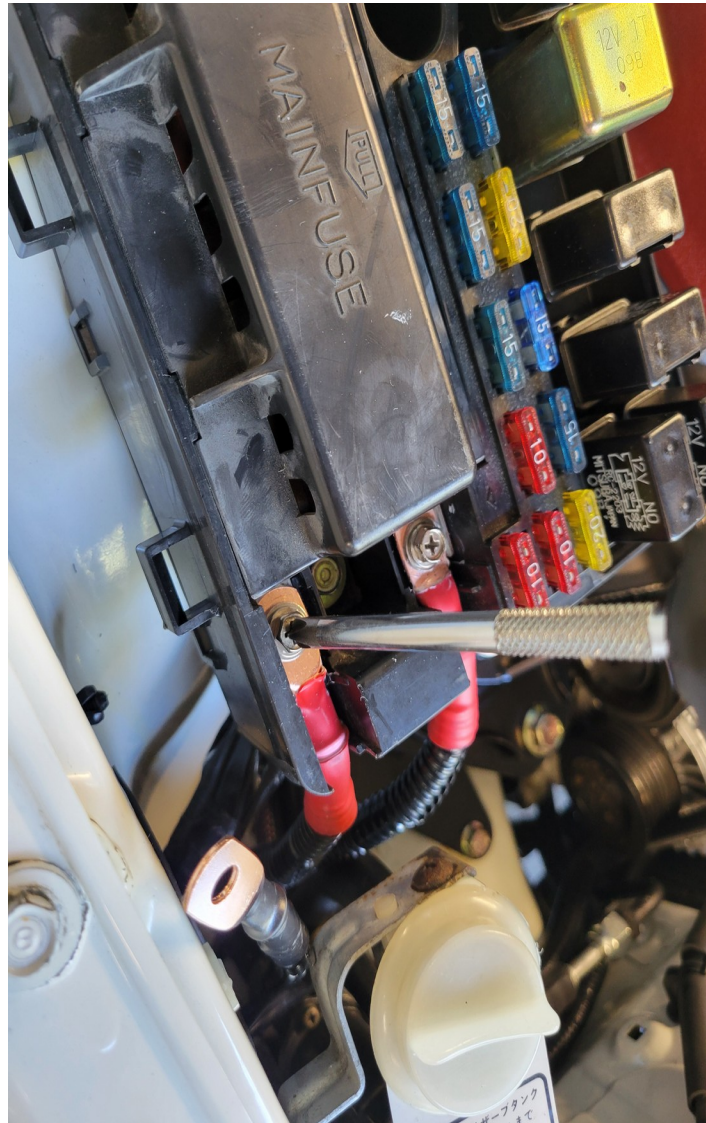
Install the positive cable onto the battery using the hardware supplied with the battery:



Route it along the side of the bay, keeping it tucked behind the brake and other lines. It will run down near the headlight motor then up to the fuse box:



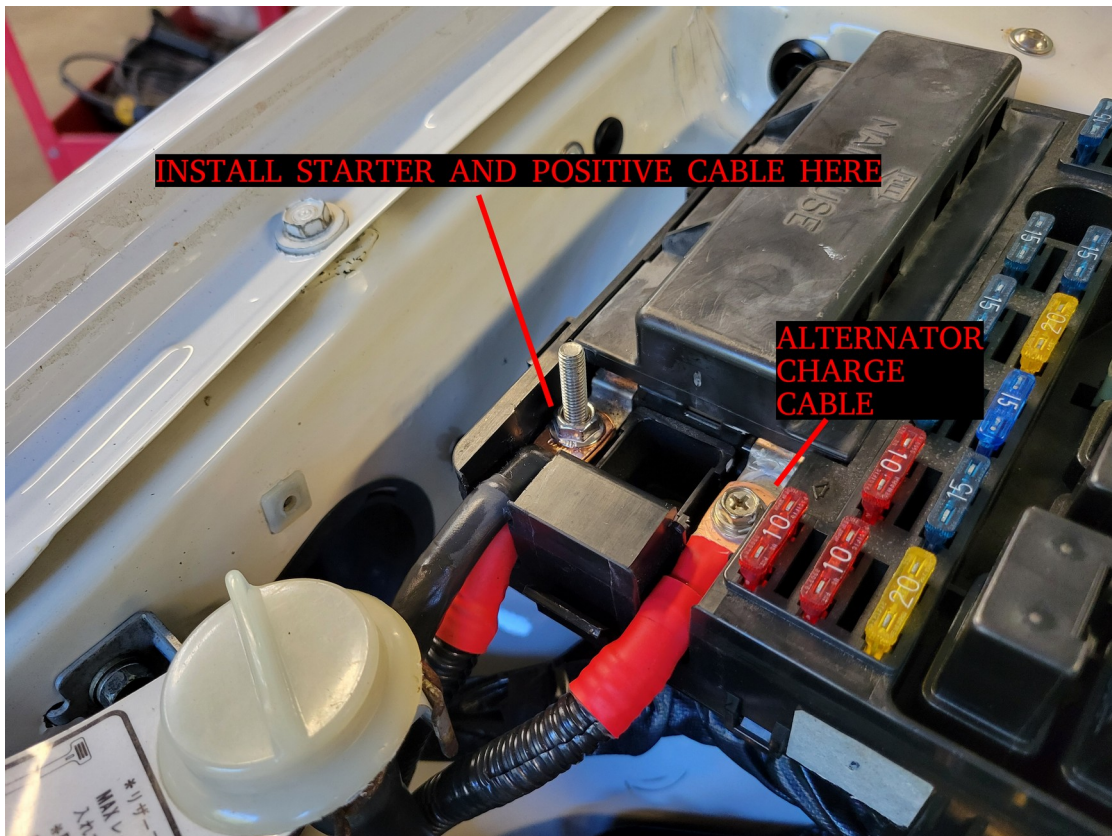
Remove the left fuse box cable bolt.



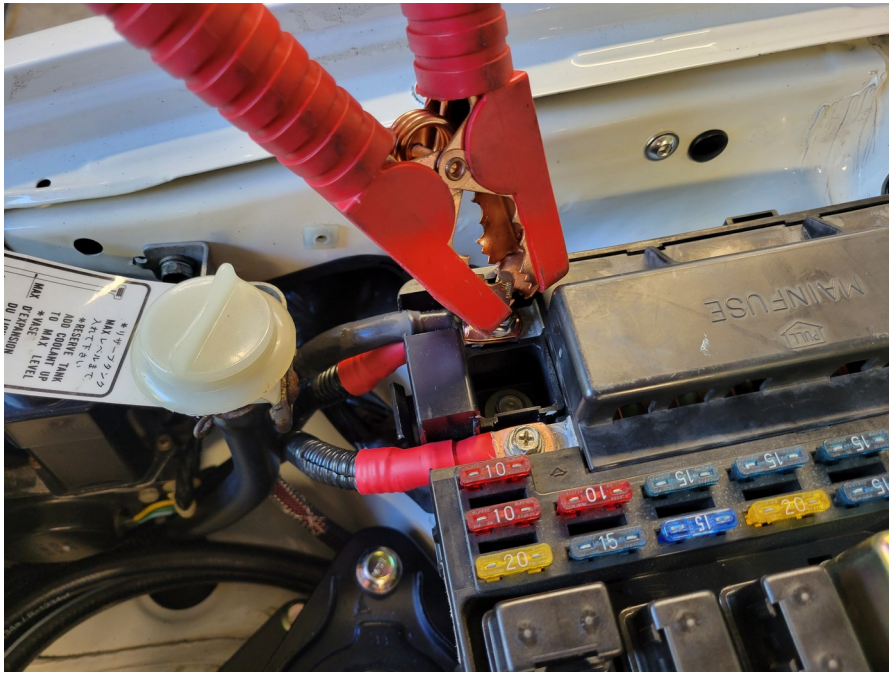
Install the short “live stud” by screwing it in by hand until you feel it stop (it does NOT need to be tight!). Put the positive cable on the stud and then tighten with the new supplied nut:



If you ordered the new starter cable also install it on this same stud (with the other end going to the starter). For proper fit put the battery and starter cable end with the ring terminal “hump” facing away from each other:



The live stud is intended as a convenient place to attach a battery tender or jump cable lead. Attaching leads directly to the battery is hard due to their size and location. Make sure you use the correct type of charger or tender for the ATX20-RS!



Test fit the fuse box cover, it will need some trimming where the cables enter. How much depends on your exact setup:



Last step is to check everything one final time. If all is good you can connect the negative cable to the battery to power the car again.

