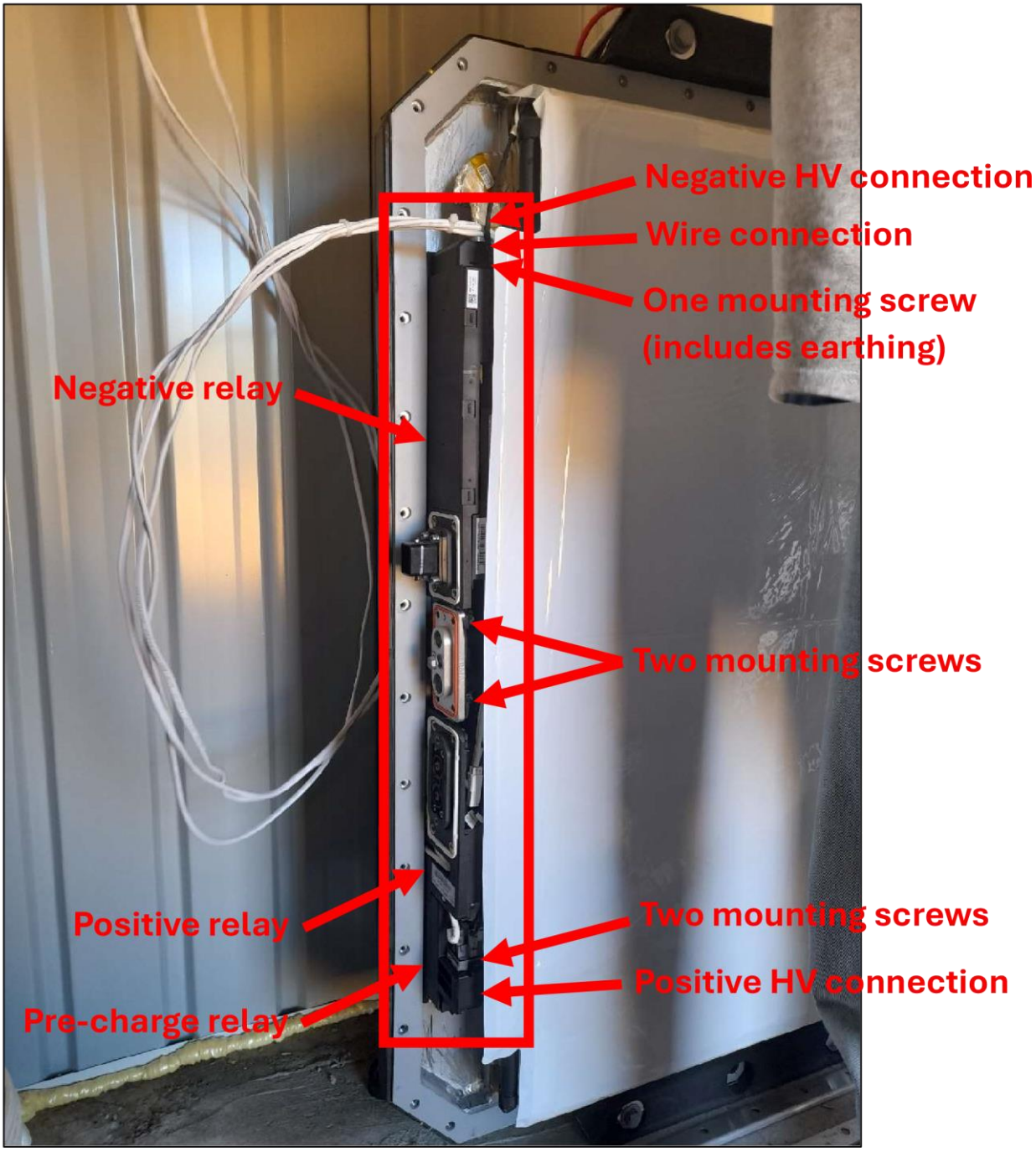
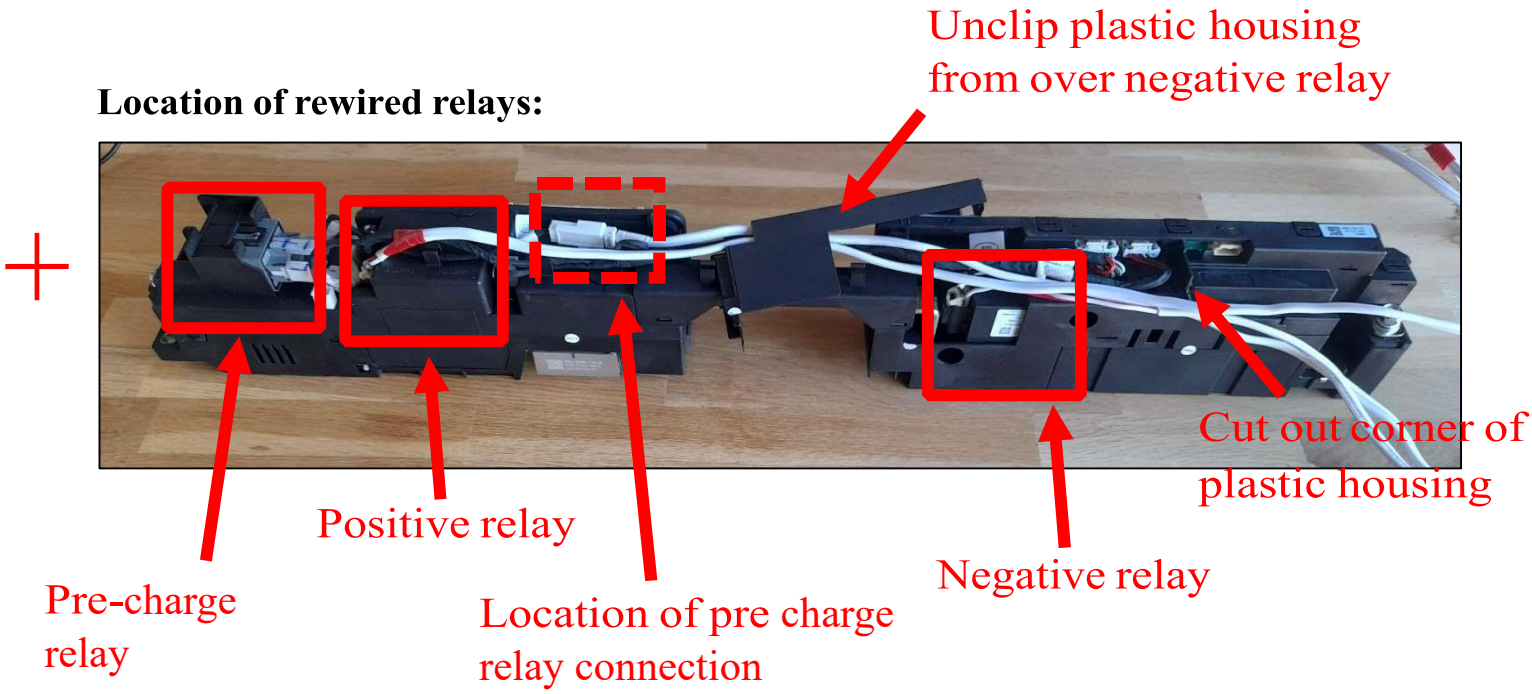
Remove metal rings from around battery connection points:

Remove screws holding outer metal clips and plastic casing, and the two large central bolts, to reveal the inside of the battery, showing positions of components in contactor block:

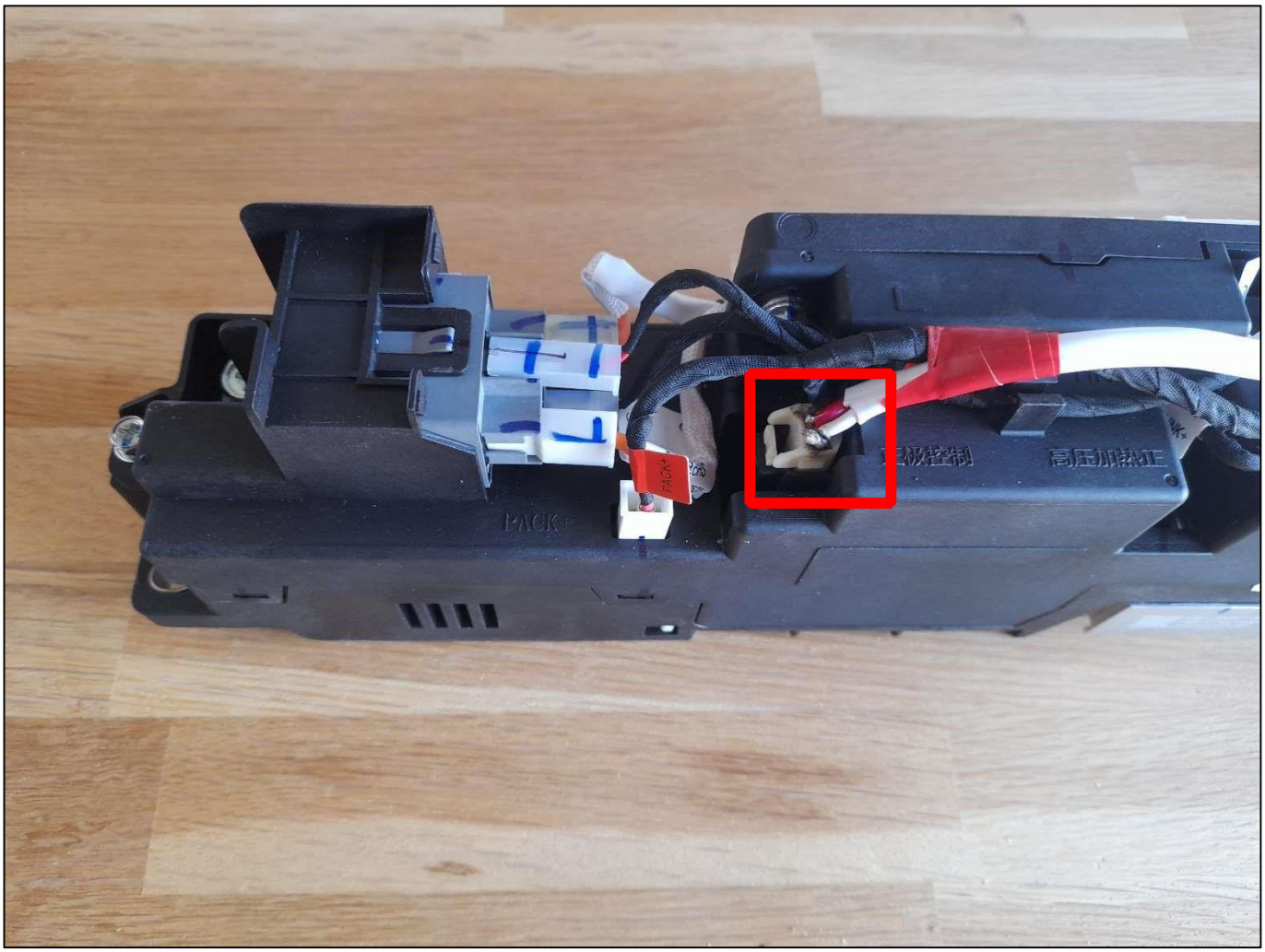
It sits here in the battery:



Location of rewired relays:

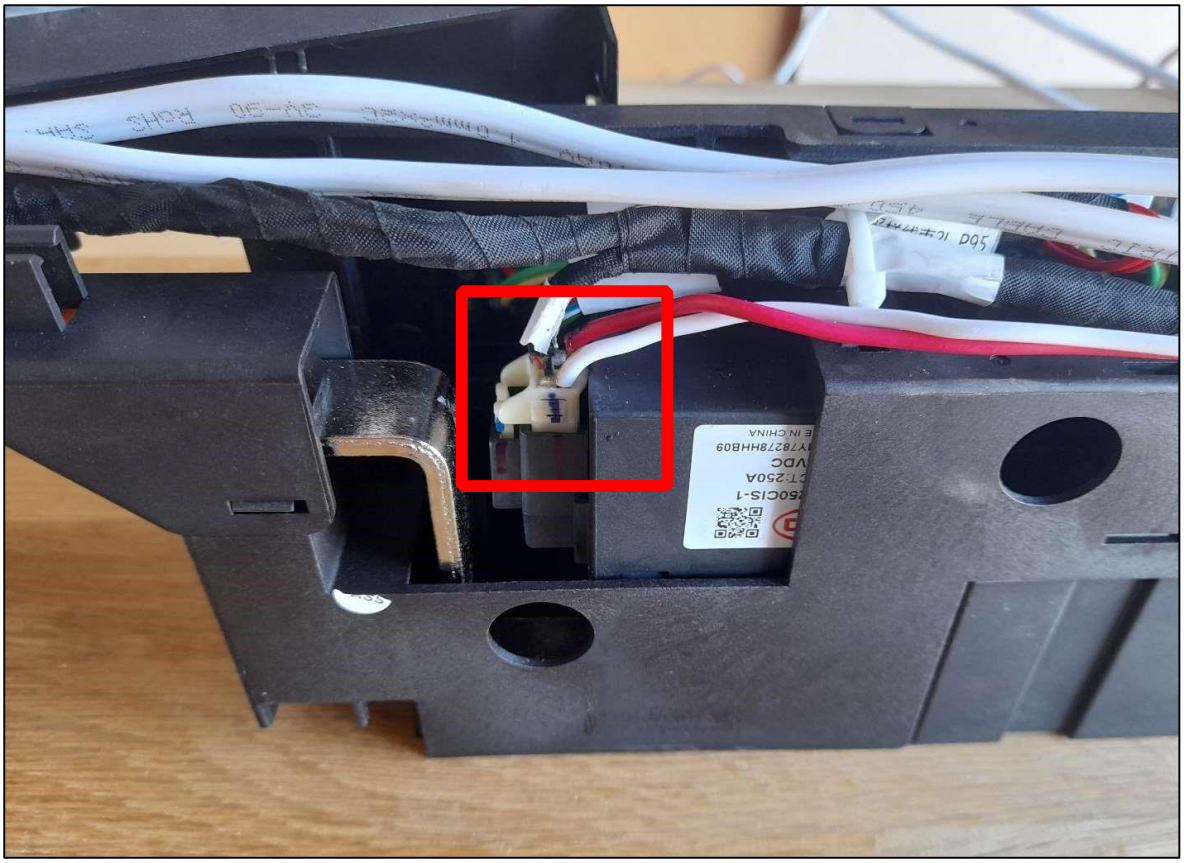


Positive relay connection:

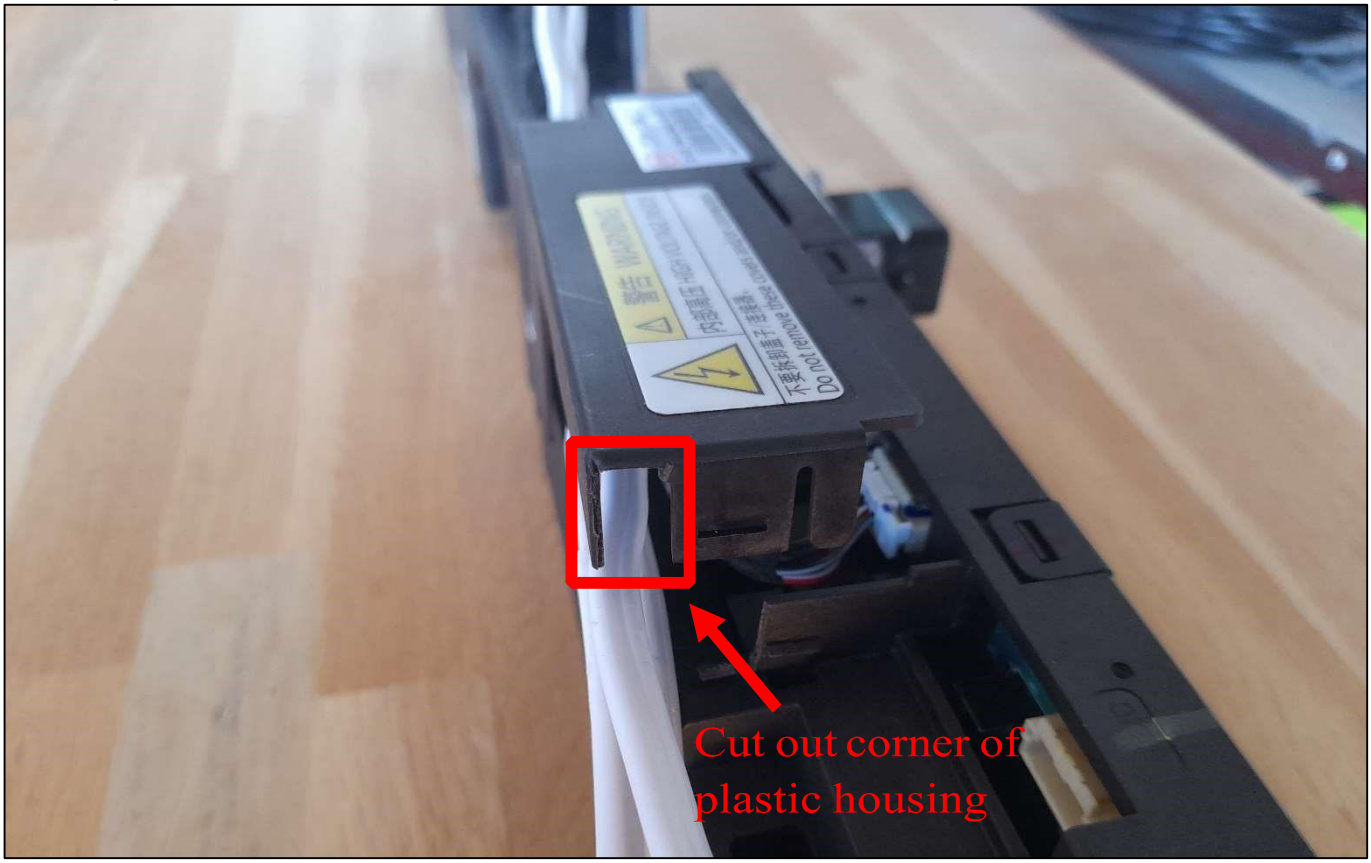


Pre-charge relay connection:

Negative relay connection:



Running rewire cable along contactor block and through cur out corner of plastic housing:



Note: The visible white connector (rhs) has 6 lines (3 pairs +/-) plugged into the rear of the BMS, the original connections to the contactor relays. With hindsight, unplugging this connector and connecting these 3 pairs to a six-core cable would provide a far more efficient rewiring protocol for access to outside switching.

If this approach is taken, pairs would need to be carefully identified individually to identify them with the appropriate contactor relays, by testing with a 12V source, and carefully listening to which contactor is engaging (click).

Drill hole in battery plastic casing for contactor wires to exit:

Screw plastic casing with metal strips back on battery.