USER’S MANUAL
BATTERY ISOLATOR

WARNING
● PLEASE READ THESE INSTRUCTIONS COMPLETELY PRIOR TO INSTALLATION.
● BATTERIES PRODUCE EXPLOSIVE GASES - Ensure no sparks or flames are present.
● Wear eye protection.
● Vehicles must be in “NEUTRAL” or “PARK”, park brakes “ON”
● Follow all vehicle manufacturers’ instructions.
● Beware of moving parts.
● Battery Isolators are designed for negative ground alternator systems with batteries of the same nominal voltage.
● Batteries of differing voltages cannot be used.

FEATURES
● Easy to Install - The electronic isolator does not require any changes to the vehicle’s existing wiring. It can be fitted to all 12V vehicle types.
● Priority Charging for Starting Battery - Ensures that the starting battery is fully charged before connecting the auxiliary battery in parallel.
● Manual Override - If the starting battery is flattened and the auxiliary battery is charged, the electronic isolator allows the batteries to be manually paralleled to jumpstart the vehicle.
● Over-Current Protection – Protects the Isolator and charging system from over current damage, which could occur due to a short circuit in the wiring.
● Surge Protection - Provides surge protection for vehicles with electronic ignition/management systems.

SPECIFICATIONS

<table>
<thead>
<tr>
<th>PART NO.</th>
<th>VOLTAGE</th>
<th>CHARGING CURRENT</th>
<th>CHARGE TYPE</th>
<th>CONTROL</th>
<th>MOUNTING</th>
<th>CURRENT DRAW</th>
<th>VOLTAGE DROP</th>
<th>SURGE PROTECTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>#20090</td>
<td>12V</td>
<td>75A/100A peak</td>
<td>Parallel</td>
<td>Electronic</td>
<td>Surface/firewall/battery side</td>
<td>Charging 500mA (Standby 30mA)</td>
<td>None</td>
<td>Built in</td>
</tr>
<tr>
<td>#20092</td>
<td>12V</td>
<td>125A/150A peak</td>
<td>Parallel</td>
<td>Electronic</td>
<td>Surface/firewall/battery side</td>
<td>Charging 500mA (Standby 30mA)</td>
<td>None</td>
<td>Built in</td>
</tr>
</tbody>
</table>
ITEMS NEEDED

- Charged auxiliary battery - Deep cycle recommended for most applications
- Auxiliary battery cradle & battery clamp
- Battery terminals & lugs
- 150A fuse or circuit breaker
- Battery cable
  - 14mm² (6 B&S) minimum for engine bay mounted auxiliary batteries (up to 3m)
  - 20mm² (4 B&S) for rear of vehicle / trailer mounted auxiliary batteries.

"L" BRACKET ATTACHMENT

"L" BRACKET MOUNTING
(Bracket can be bent to shape to suit the vehicle)

BATTERY SIDE MOUNTING
(Slip "L" Bracket under battery and tighten the battery hold down clamp)
INSTALLATION – CONNECTION

To make the electrical connections, battery cables will need to be made to the correct length using cable lugs and heat shrink. Cable lugs should be crimped or soldered to the stripped battery cable and then protected with the heat shrink.

1. Disconnect the negative battery cable (Earth) from the vehicle’s starting battery. Note: To prevent the loss of vehicle electronic memories, radio presets & security codes, it is recommended that an “Electrical System Memory Protector” be used.

2. Connect a length of cable from the ‘MAIN’ (+) terminal on the isolator to the positive battery terminal on the starting (main) battery.

3. Connect a length of cable from the ‘AUX’ (+) terminal on the isolator to the positive battery terminal of the auxiliary battery. The connection at the Auxiliary battery should be fused using a ‘Fused’ battery terminal or a 150 Amp fuse or circuit breaker mounted inline. If using (Fused distribution terminal) the connection from the battery isolator should be made to main (large) fuse stud. Do not over-tighten the terminal studs on the electronic isolator.

4. Connect the isolator’s ‘Earth’ wire (small black wire with ring terminal) to a suitable chassis bolt or screw, ensure the ring terminal will make a good electrical connection by removing any paint.

5. Reconnect the starting (main) battery’s negative cable (Earth), the isolator should now flash the red ‘power’ LED.

6. Connect a length of cable (of suitable size, commonly 2 B&S) from the vehicle’s chassis or engine block to the negative terminal of the auxiliary battery as a ground cable (Earth), the isolator should now show a solid red ‘power’ LED.

7. Connect all of the auxiliary loads (phone, lights, stereo, refrigerator, etc.) to the positive battery terminal of the auxiliary battery, use appropriate circuit protection fuses.
TESTING FOR NORMAL OPERATION
1. With the installation complete and the engine ‘Off’ only the red ‘Power’ LED should be on.
2. Start the vehicle’s engine. Within a few seconds the blue ‘Charging’ LED will turn on indicating that the starting battery is above 13.4V and the isolator will start charging the auxiliary battery.
3. If the isolator does not go into ‘Charging mode’ within a few seconds, increase the engine RPM to a fast idle. This will allow the alternator to generate more current.
4. Once the Isolator is in ‘Charging mode,’ turn the engine ‘Off’, then switch the headlights and other accessories ‘On’. The isolator will now detect that the batteries are being used. 60 seconds after the voltage falls below 12.8V, the blue ‘Charging’ LED will turn off and the isolator will disconnect the two batteries from each other.

OPERATION
AUTOMATIC
Once the Battery Isolator has been correctly installed and tested it will function automatically to charge the auxiliary battery.

MANUAL OVERRIDE
If the starting battery is flat and the auxiliary battery is charged, the battery isolator can be used to connect both batteries to allow jumpstarting.
1. Press the ‘Override/Reset’ button on the top of the isolator, the green ‘Override/Reset’ LED will illuminate.
2. Crank the engine, once the engine has started the unit will automatically cancel the override function and return to the automatic charging function.
3. If you wish to stop the override function manually press the ‘Override/Reset’ button.
Note: The Manual Override can only be used if the starting battery has at least 6V (flat battery). If the battery is below 6V (deeply discharged) the manual override will not operate.
FREQUENTLY ASKED QUESTIONS

Q. Is the Battery Isolator “waterproof”?  
A. No! Battery isolators are designed to be dust and shower resistant (water-resistant). Normal use, including river crossings and light engine washing, should not pose any problem. Direct high pressure washing of the battery isolator (or if the vehicle is submerged for a period of the time) may cause some water damage and this will not be covered under warranty.

Q. Why does the positive cable from the Isolator to the Auxiliary battery need to be fused?  
A. 12V batteries can produce large amounts of power and are capable of melting cable insulation in the case of a short circuit. Since a dual battery system contains two batteries connected together, the cabling needs to be protected for short circuit at each battery. The battery isolator has inbuilt over-current protection which will protect the cable from the starting battery. To protect the cable from the auxiliary battery an inline fuse or fused battery terminal is needed.

Q. Is the battery Isolator safe to use with modern ‘electronic’ vehicles?  
A. The battery isolator has been designed to work with all vehicles, especially new vehicles with onboard computers. In fact the isolator itself has a small microprocessor that intelligently controls the charging. The isolator has in-built surge suppression and over-current protection for extra safety.

Q. Can I use a charger to recharge my batteries with a Dual Battery System?  
A. You can charge the auxiliary battery with a battery charger without affecting the battery isolator at any time. When charging the starting battery the isolator will automatically connect the auxiliary battery when the starting battery reaches 13.4V (about 75% charged) and will then be charged also. This is not an ideal way to fully charge the batteries. It is recommended that when charging the starting battery, the Auxiliary battery is disconnected or the isolator is disabled.

Q. Can I turn the isolator off? (Disable)  
A. Since the Isolator is fully automatic there is no way to turn the unit off. If you need to disable the dual battery system, this can be achieved by disconnecting the auxiliary battery or disconnecting the small black earth wire from isolator to the chassis. If you need to do this regularly you can place a Battery Doctor® switch inline with the earth wire which can be then used to turn disable the isolator.