

Battery Guard on full-size Dodge Vans

INSTALLATION INSTRUCTIONS

Before beginning the installation of this system, please read all these instructions carefully. This will help to prevent mis-understandings that could cause problems with the installation. Follow the instructions in the order that they are written:

1. Disconnect the battery ground to prevent possible short circuits during installation.
2. Locate the "bullet" connector in the battery lead feeding the chassis electrical system. Cut the cable at each end of this connector. This wire will be spliced later in the installation.
3. Select mounting location near vehicle battery for Battery Disconnect Relay. It is recommended that the relay be mounted on the fire wall above the battery. Mount the relay with grey cap facing downward, using two #10 self tapping screws and washers.
4. Mount control box inside vehicle, using four #8 self tapping screws. A suggested position is under the dash, on the engine cover.
5. Select a mounting position for the Reset switch on dash in a position that will make it clearly in view of the driver. Drill a 3/8" hole in the panel.
6. Uncoil harness and locate the three pin plug. Connect it to the Reset switch being sure that the latch on the plug faces the front of the switch. Mount the switch in the previously drilled hole, using the two nuts provided. Install the knob.
7. Route the wires from the switch to the Control box and plug the 9 pin plug into the connector on the Control box. This plug is polarized to prevent it from being plugged in wrong. Be sure that it is properly seated.
8. Connect the free end of the orange wire from the 9 pin plug, to an ignition switched source. This can usually be picked from the OEM fuse block.
9. Run the remaining four wires from the 9 pin plug to the relay, through a hole in the fire wall and route them to the Disconnect Relay.
10. Connect to white and brown wires to the small Disconnect Relay terminals marked "I" and "S". The white wire goes on the "I" terminal and the brown wire goes on the "S" terminal. Connect the black wire to a good ground on the chassis, using a #8 self- tapping screw. Remove the fuse from it's holder and insert the red wire into the back of housing on the relay. Re-install the 5 Amp fuse.
11. Strip approximately 1/4" of insulation from the free end of the wire coming from the battery, that was cut in Step 1. (**Caution:** If ground wire was not disconnected in Step 1, this wire will be hot.) Insert this wire into the large ring lug provided and securely crimp it on this wire. Put the ring lug on the large post of Disconnect Relay, nearest the fuse (The side towards passenger's side of vehicle). Put the nut on the lug and tighten it, using two wrenches to be sure that the rear nut and stud does not turn.

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12. Strip approximately 1/4" of insulation from the free end of the black wire coming from the vehicle's electrical system. Slide this wire into the crimp connector on the free end of the wire from the installation kit and securely crimp it.
13. Put the ring lug from the wire on the large post of Disconnect Relay, opposite the fuse (The side towards driver's side of vehicle). Put the nut on the lug and tighten it, using two wrenches to be sure that the rear nut and stud does not turn.
14. Re-connect the ground wire to the Battery.

SYSTEM TEST

The system is now ready for testing. To test it, press the TEST button on the edge of the control box. The Disconnect Relay should be disconnected and all power to the vehicle should be off. The LED on the RESET switch should be blinking at a rate of approximately once every two seconds.

Press the RESET button and the Disconnect Relay should go on and the power to the vehicle should be restored.

Turn the ignition switch on. Press the TEST button. The Disconnect Relay should click but remain connected. If it disconnects, check to be sure that the orange wire is getting ignition switched, 12 volts. *(This step is very important to be sure that the system will not disconnect the battery while the ignition is on.)* The installation is now complete.

BYPASS TERMINAL

There is a 1/4" slide-on connector on the Control box marked "BYPASS". This terminal is connected directly to the battery through a 5 Amp fuse on the Disconnect Relay. It will NOT be shut off by Battery Guard. It is intended to be used to power limited accessories that want to remain hot, such as radio or telephone memories, and can provide for a connection from a solar panel to the battery.

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