ENERDRIVE UNIVERSAL INSTALLATION INSTRUCTIONS

Kit Includes:

- BCDC charger with pre wired 7m input cable, 1.5m output power cables and Anderson solar input
- 2x midi fuse holders and fuses
- nuts/bolts, screws and cable ties

A short demo video can be found on YouTube or by clicking the link:

https://youtu.be/q5KjT_VWHdk

Step 1

Attach The wiring harness to the Enerdrive dc2dc charger. Watch the following video to aid in this process: https://youtu.be/eF0uxM1GDJA

Match each cable labeled to the corresponding terminal labels on the Enerdrive charger.

Next Find a desirable location for the Enerdrive unit to be mounted as close as possible to the aux battery location. You can start by mounting the Dc2dc securely as shown in the image.

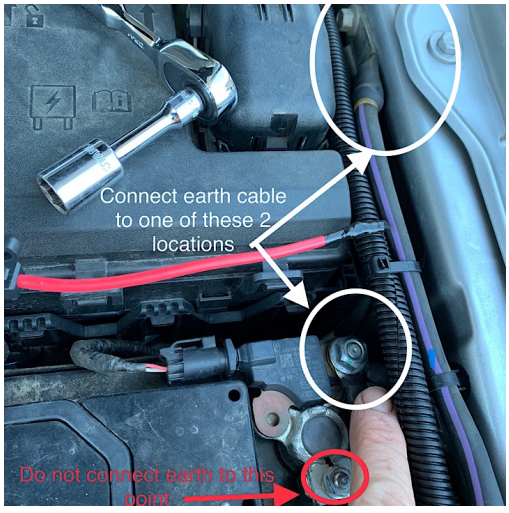
Step 2

Once everything has been mounted start to route the long 7m cable toward the engine bay and up to the car main start battery. *(This method will vary depending on the type of vehicle)*
In a dual cab with a tub a common route would be to head out of the tray under the car following the chassis rail toward the engine bay. Make sure to avoid any moving or hot parts such as drive shafts or exhaust pipes. Use cable ties provided to secure loom to existing power cables under car. For setups requiring that this cable exit the canopy a 32mm cable gland is supplied which requires a 32mm hole be drilled through the canopy and the cable gland will ensure that the canopy stays weather proof.

Step 3

Once you have run the cables all the way to the engine bay it's time to install the short cable onto the midi fuse holder. This step will require an 8mm socket or spanner to tighten the nut on the midi fuse holder.

Be sure to connect the **red cable with the fuse holder onto the positive + terminal** on the cars battery and the **black terminal to the negative - terminal.**



Smart Alternator Vehicles:

If your car has a variable voltage (smart) alternator you will see a small module on the batteries negative terminal, as seen in the image to the left. In this case it is very important to connect the negative to the body side of the module and not the battery side. This module measures all current running in and out of the battery so anything connected to the battery side can not be read. So it is important to connect the earth to either the cars body or a nut on the battery after the module. As can be seen in the picture of the Ford Ranger to the left.

To see if your vehicle has a variable voltage alternator watch the following video showing an easy way to tell: https://youtu.be/pOs7p-InF2o

Also for smart alternator vehicles it is recommended that the blue ignition wire be connected to the cars ignition circuit. Alternatively you can use our smart ignition sense module to keep the system plug and play. Here is a link to this product:

https://www.aussiedriftertouring.com.au/shop/smartignitionsense

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Step4

Click the link to see how the electrical connections are done: https://youtu.be/e8Zb4NwH7Us

The rest of the electrical connections can now be made in the canopy. You can now connect the aux battery harness to your second battery. **Black** terminal to the **negative** post and (also the temperature sensor from the Enerdrive charger should also be connected to the negative post when charging lead acid batteries) and the **red** terminal with the fuse holder to the **positive** post as shown in the image below.

Step 5

Now that everything has been installed and connected it is time to test the system.

First start the engine and after a short time the screen will light up and the unit will go through an initial setup sequence. Once that is finished the screen will display voltage, current, charger stage and battery type. At this stage it is important to setup the Charger to the right battery profile. Please refer to the Enerdrive manual for this setup.

Watch the video below to see how to setup and test your dual battery kit and also to set it to the right parameters:

https://youtu.be/nz9S1-pn3wY

**It is the responsibility of the installer to make sure that all cabling and circuit protection is secured using the nuts and bolt or cable ties supplied in the kit. The installer should also make sure that all cabling is away from sharp edges, air conditioning lines and any hot or moving parts to avoid damage to the vehicle or kit.*