

HYBRID BATTERY ISOLATOR

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The Battery Isolator is for competition use only and should not be used on vehicles intended for the public highway.

This Battery Isolator will only work on 12 volt Negative Earth vehicles.

INSTALLATION

Bolt the Battery Isolator to the chassis close to the vehicle's battery. Do not install in an area of excessive heat. Connect as follows;

BATTERY NEGATIVE stud on the Isolator to the negative terminal of the battery using a high current earth cable.

EARTH stud on the Isolator to the earth point of the vehicle using a high current earth cable.

BATTERY POSITIVE stud on the Isolator to the positive terminal of at least the capacity of the alternator.

ALT OUT stud on the Isolator to the output of the alternator or generator using wire of at least the capacity of the alternator.

Install the small green (ON) and red (OFF) switches within the driving compartment so that they can be operated by the driver whilst strapped into the driving seat. The LED indicator attached to the ON switch should be mounted to the dashboard next to the switch. Drill an 8mm hole and fit with the supplied bezel.

Install the large red (EXTERNAL OFF) switch on the outside of the car in a prominent position. The correct position for this switch may be dictated by the specific regulations for the type of racing. Use the stickers provided to identify the three switches.

Internal Red switch	- small blue triangle OFF
Internal Green switch	- small red triangle ON
External Red switch	- large blue triangle PRESS OFF

Connect the small green switch to terminals 1 and 2 of the connector using two lengths of low current wire. **Note the polarity of the connections.**

Connect the small and large red switches to terminals 3 and 4 on the connector using lengths of low current wire.

If the car has no roof then the small switches should be protected from the rain by using the two rubber caps provided.

OPERATION

On the pressing of the green switch the Isolator will connect the negative terminal of the car battery to the chassis thus providing power to all of the electrical systems on the vehicle. A red LED on the Isolator will illuminate to indicate that it has been energised, as will the LED connected to the On switch.

On pressing either of the two Red switches the Isolator will disconnect the negative terminal of the car battery from the chassis as well as the alternator/generator feed from the battery positive terminal, thereby totally removing power from all of the electrical systems. The LEDs on the isolator and ON switch will also extinguish to indicate that power has been isolated.

In the event of a serious accident, if any of the wires connecting the two Red switches become broken then power will automatically be disconnected.

IMPORTANT

Although this unit has inbuilt protection for the alternator, in general use the engine should be switched off before the battery is isolated.

Due to the nature of this device it draws approximately 1 Amp of current from the battery whilst switched on. Therefore it must be switched off when the engine is not running, otherwise the battery will be discharged. If this isolator is used on vehicles without a charging system then check that the battery will have enough capacity for the extra load this unit places on it. The isolator uses no current whilst in the off state.

WIRING DIAGRAMS

