

Energy Matters

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12 OR 24 VOLT BATTERY CHARGER – INSTRUCTIONS

HONDA 5.5HP GX160

SAFETY:

1. Fuel should be stored in approved fuel containers.
2. Do not smoke near machine.
3. Always switch off engine before re-fuelling and allow engine to cool down first and avoid spilling petrol.
4. When using battery charger, make sure dry grass or any other flammable materials cannot be ignited by sparks or hot exhaust system.
5. Do not use battery charger in confined spaces, make sure area is well ventilated – exhaust gases are deadly.
6. Repairs should only be carried out by qualified tradespersons.
7. Never leave your battery charger unattended whilst it is running. Petrol engines may vibrate & fall over, which could cause a fire.
8. Disconnect battery charger leads from battery as soon as charging is complete.

OPERATING INSTRUCTIONS:

1. Check the engine oil and petrol before starting.
2. Always connect the leads onto the generator first and then connect clamps to a battery.
3. Clamps should be connected, RED TO POSITIVE, BLACK TO NEGATIVE. NEVER REVERSE LEADS – THIS WILL CAUSE SEVERE DAMAGE.
4. 'HIGH/OFF/LOW' switch must be in 'OFF' position before starting.
5. Switch engine switch "on", choke "on", and place the accelerator to 1/3 of its position, pull start and run for a few seconds, then turn the choke "off".
6. Allow the engine to warm up for a few minutes by running at idle speed.
7. Switch "HIGH/OFF/LOW" switch to "LOW" position and switch the charge switch on. Check that the LED charge light is on, (this is to excite the alternator fields).
When the LED light is on, the alternator is charging.
8. For fast charging, switch to "HIGH" (15 volts). If engine labours too much, or stalls, switch must stay on "LOW" for a little longer.

MAINTENANCE:

1. Check fuel and oil levels before starting, fill the oil to the top of the filler hole with the engine on a level surface.
2. Use clean fuel only.

3. If the drive coupling becomes noisy, check the drive coupling by removing top and bottom alternator mounting bolts, inspect the rubber spider for damage and replace if necessary.

**REFER TO THE ENGINE MANUAL FOR FURTHER ENGINE
MAINTENANCE**

WARNING:

When travelling to remote areas, it is always advisable to have two batteries, one of which can be isolated for starting your car, or truck.

Always remember, batteries can fail and this generator cannot re-charge an unserviceable battery.

NOTE:

Some deep cycle batteries require a long time to recharge and may require trickle charging over many days. Cranking batteries will recharge very fast and are more suitable for some applications such as remote areas where batteries must be charged at a faster rate.

BATTERY CARE:

Running a battery completely flat (i.e. 10.5 volts) can and will result in battery failure.

Lead acid batteries must be kept fully charged. It is best to recharge the battery each day when running electrical appliances, such as fridges, household appliances, radio equipment, or lighting.

Batteries do not like being discharged beyond 80% of their rated capacity, whether it is a deep cycle or cranking battery. A fully charged battery will have a voltage of approx. 12.6 volts and Specific Gravity reading of 1260.

A battery that is flat (i.e. has only 20% of its capacity) will have a voltage of approx. 11.6 volts and Specific Gravity reading of 1160.

ELECTRIC START MODELS:

For electric start models, a separate battery can be used for starting as there is a 0.5 amp regulated charge circuit built into the engine.

For starting the engine from the main batteries bank, the engine's charge circuit should be disconnected first. This is the small white wire with a bullet connector below the key start panel that goes behind the red engine cover.

A wire can be linked from the B+ terminal on the alternator to the + on the starter motor, the main charging leads can be connected to the battery, and started from the key.

For 24 volt applications be careful, the starter motor is 12 volts. This should be connected to the 12 volt side of the battery bank. Do not have the wire connected between B+ and the starter motor in 24 volt circuits.

**THIS GENERATOR SHOULD NOT BE RELIED ON FOR EMERGENCY
SITUATIONS OR RUNNING MEDICAL EQUIPMENT**