

## PC4-30/35

### Split Charging Relay

The relay and battery isolator will handle 180 amps on a continuous basis at 12V DC (260 amps surge).

#### INSTALLATION INSTRUCTIONS

1. Mount the relay between batteries as an isolator, or on the main power lead servicing the car audio system (amplifier, lights or any other equipment requiring on/off facility).
2. The two small terminals are for switching the relay on and off. Use one for switching power and the other for earth. Attach this to a suitably earthed location (preferably the chassis).
3. Switching power should come from a manual switch or, for automatic activation through the ignition, from the fuse box. Switching draw is 1 amp or less (voltage may be 10 to 14V DC).
4. Battery or mains power leads are connected to the two large terminals.
5. Power leads must be fused at the battery (or batteries).

#### IMPORTANT NOTE

1. The cable running between the batteries does not need to be more than 16mm<sup>2</sup> because it is only used to carry charging current between the car battery and auxiliary battery.
2. Fuses should be connected not more than 500mm from either battery and should be rated at 40amps. These are to protect against short circuits.
3. Always connect the remote lead to a live ignition feed, so that the relay is switched off with the ignition. This prevents a flat battery.

#### Wiring Diagram

Batteries in parallel will discharge when the engine is switched off. Isolation will prevent this.

The remote lead may be manual, automatic or both. The diagram shows a combination.

The relay is primarily controlled by the ignition key through the fuse box. When the ignition is on the switch allows the relay to be operated manually.

When a switch is not installed, operation can only be gained through the ignition key.

