



55-6100

BATTERY ENERGY GAUGE

INSTRUCTION MANUAL



MODEL 55-6100

BATTERY ENERGY GAUGE



Marinetech Products BATTERY ENERGY GAUGE is designed to measure the exact amount of energy stored in your battery. It works by electrically measuring the strength of the acid in your battery much like a hydrometer physically measures the strength of the acid. With Marinetech Products BATTERY ENERGY GAUGE you can know at a glance how much power you can count on and how much charging your battery may need.

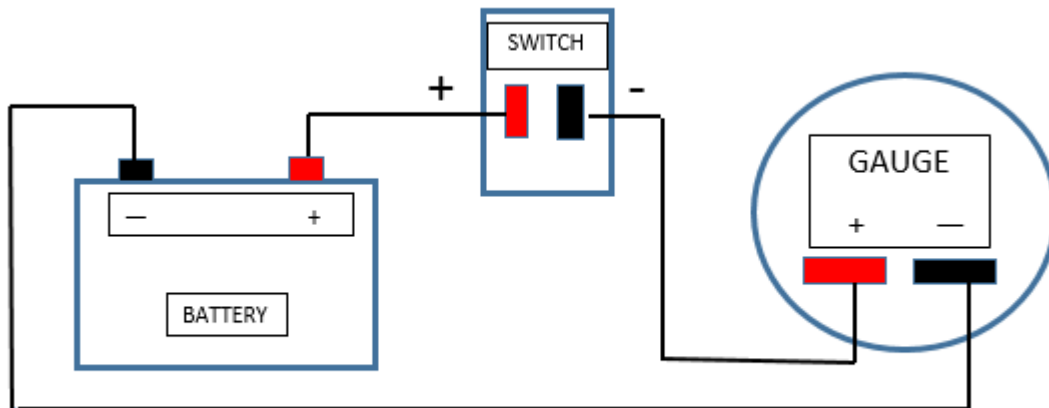
Marinetech Products BATTERY ENERGY GAUGE is designed for use with any 12 volt deep cycle battery and for most higher grade automotive batteries (those with rating of 48 months or more).

Be sure to follow the instructions below for proper installation and uses.

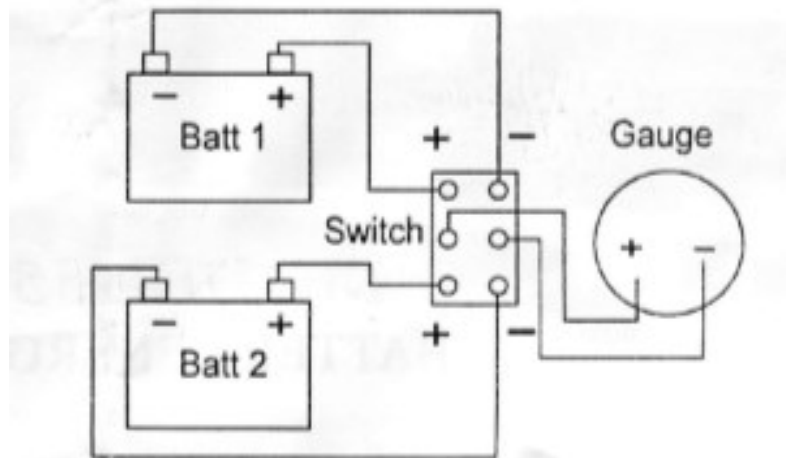
INSTALLATION

1. This model BATTERY ENERGY GAUGE is designed to be mounted into any standard 2 to 2 1/16 inch diameter panel hole and comes with a "U" bracket for installation. This gauge can be mounted into an existing panel opening on the dash board or gauge panel. Otherwise, select a convenient location and create an opening by using a 2 inch diameter hole cutter.
2. By using the appropriate switch and wiring method more than one battery may be monitored if desired. This gauge is not designed to be permanently connected to a battery since this would drain the battery and also only readings that are taken while the battery is at rest are meaningful. Accordingly a momentary "test" switch should be incorporated into your wiring installation. Refer to the figures on the following page for various wiring methods and switch suggestions.
3. Before mounting BATTERY ENERGY GAUGE, run two 18 gauge wires [not included] from each battery to the location where the gauge and switch will be mounted. Connect the wires to the switch [not included] using 1/2 inch female slide-on connectors. Be sure the positive lead (+) and the negative lead (-) are on the right terminals.
4. The unit may then be mounted into the opening using the "U" bracket and hex nuts provided. Be sure not to over tighten the "U" bracket as this may damage the battery gauge case.

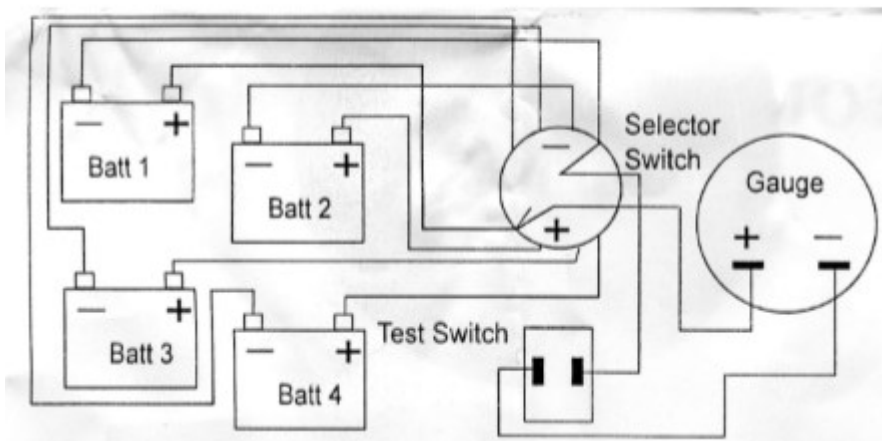
Here are a few of the most common ways the 55-6100 Battery Energy Gauge is used



Use an SPST Momentary On Switch



Use a DPDT,Center Off Momentary Switch



Use a Multiple Position Switch in conjunction with an SPST Momentary ON switch

OPERATING INSTRUCTIONS

1. Before taking a reading of any battery, first shut off all loads. Batteries must be tested “at rest”, otherwise the reading will not be accurate.
2. Similarly, if the battery has just been recharged (within six hours or so), disconnect the battery from the charger and remove the surface charge in order to obtain an accurate reading. The surface charge may be removed by briefly connecting the battery to a “load” such as a motor, lights, or other device.
3. For the best reading, allow the battery to normalize for about 60 seconds after the load has been removed and then take the reading.
4. After the battery has been normalized, check the battery’s energy level.
5. The gauge displays the percent of charge remaining in the battery. For example, a 60% reading means that 60% of the battery’s capacity is available.
6. A reading of 100% means the battery is fully charged. A reading in the “FULL” range means that the battery has a surface charge or is currently being charged.
7. A reading in the ‘EMPTY’ range means the battery is dead and should be recharged.

BATTERY CHARGING TIPS

1. Being able to easily monitor your battery’s state of charge ensures greater reliability and longer battery life. All lead acid batteries that are used for auxiliary applications should be recharged within a short time of use. If a discharged battery is left uncharged for an extended period of time [one week or more], the cells of the battery may sulfate and the storage capacity will be diminished.
2. Also, unlike Ni-Cad batteries that are used in some electronic devices, lead acid batteries do not get a “memory”, and are not harmed if they are recharged before being fully discharged. The best way to keep an auxiliary battery in top condition and extend its life is to recharge the battery frequently to keep it at a full charge.
3. Always allow batteries to “cool off” after recharging. The cooling time is very important because heat is generated during the recharge and discharge cycles. Without the cooling time the heat grows, accelerating grid corrosion which is one of the major causes of battery failure.
4. An overly discharged battery may need to be cycled a few times before it can recover fully. If a battery begins to heat before coming to a full state of charge, it may be necessary to discharge the battery and recharge it a few times. The charge and discharge cycle may help the current acceptance of the battery and facilitate its recovery to a usable condition.
5. As batteries age, their maintenance requirements change. This means longer charging time and their capacity decreases.

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