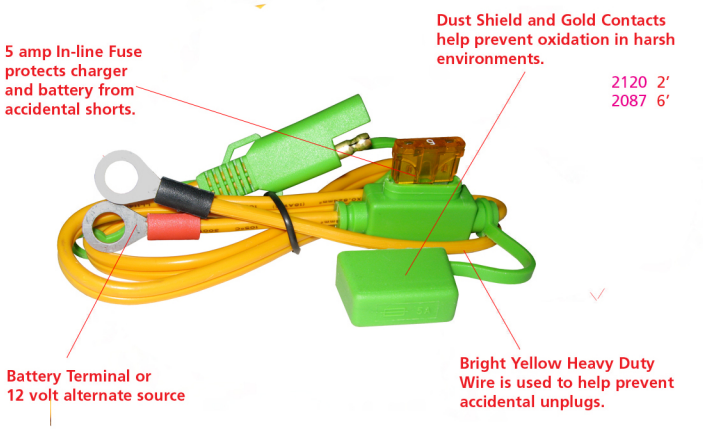


Battery Terminal Lug Cable

The Battery Terminal Lug Cable connects directly to the battery post using the existing nut and bolt that holds the terminal in place. This is a permanent connection and should be done with care. Always remove the ground terminal first. Leave this terminal disconnected as you work with the positive terminal. After the Terminal Lug has been installed on the positive post then connect the negative. After connecting the wires turn on the battery charger and monitor that the Power LED comes on. Next, watch the Battery and Fault LEDs on the charger or maintainer. If connected properly to a battery that is chargeable, the Battery LED will come on and the Fault LED will not. If this does not happen there is either a problem with reverse polarity, a non-chargeable battery, or a short circuit. Disconnect the charger and inspect the cable immediately.

We offer two lengths, both 2' and 6', additionally you can run up to 30' total cable length on any of our systems so our extension cables can be used to make the cable run longer if need be.

The in-line 5 amp fuse is designed to protect the charger and battery from accidental short circuits.

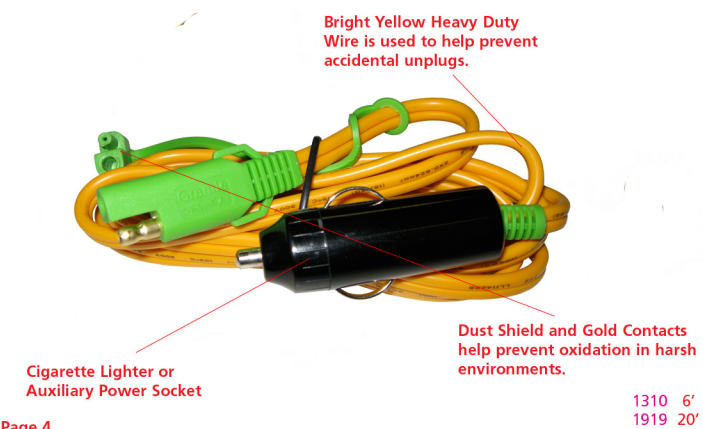


A FULL OWNER'S MANUAL IS AVAILABLE ONLINE AT WWW.BATTERYSAVER.COM

Cigarette Lighter or Auxiliary Power Cable

The Cigarette Lighter or Auxiliary Power Cable connects to a vehicles built-in cigarette lighter connection or auxiliary input connector. Most of these connectors are on all the time and by simply plugging in our cable the battery will be charged and maintained. To test, first plug the charger or maintainer into AC power. Turn off the key then look at the Battery LED on the charger or maintainer and the LCD display on the Tester. These should all stay on when the key is turned off. Next, watch the Battery and Fault LEDs on the charger or maintainer, if connected properly to a battery that is chargeable, the Battery LED will come on and the Fault LED will not. If this does not happen there is either a problem with reverse polarity, a non-chargeable battery, or a short circuit. Disconnect the charger and inspect the cable immediately.

We offer two lengths, both 6' and 20', additionally you can run up to 30' total cable length on any of our systems so our extension cables can be used to make the cable run longer if need be.



BATTERY SAVER™ QUICK START MANUAL

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CHARGER, MAINTAINER & TESTER

12 VOLT - #9999
50 WATT



CHARGER & MAINTAINER

12 VOLT - #2365
24 VOLT - #2365-24
36 VOLT - #2365-36
48 VOLT - #2365-48
50 WATT



MAINTAINER & TESTER

12 WATT
6 & 12 VOLT - #1200
25 WATT
6 & 12 VOLT - #3015



Caution & Safety Instructions

Batteries give off Hydrogen... it's Explosive ! - READ ME FIRST !

When dealing with any lead acid battery, eye protection should be worn. Batteries are dangerous, they give off Hydrogen gas, if their posts are shorted sparks, a fire, or explosions can occur, they should be treated with a lot of respect. If you are not experienced please ask for advice before connecting our charger / maintainer... and before removing the battery.

WARNING - Good ventilation is advised. If you are working with a battery that is still mounted on or in the vehicle make sure you place the charger away from the battery itself. Do not expose the charger or maintainer to rain, snow, or high heat. If used outside it should be in a dry cool location. If the battery is removed from the vehicle, find a safe ventilated non-flammable location such as a metal work bench. Never have flammable materials, matches, lighters, cigarettes or other ignitable sources near the battery and charger.

WARNING - Sparks, fire or an explosion can occur if the battery terminals are shorted. When removing a battery from a vehicle extra care should be taken when disconnecting the terminals. Most 12 volt vehicles are negative (-) ground. The negative terminal should be removed first. This helps in preventing a short between your wrench and the positive terminal. If the wrench accidentally touches any metal a direct short can be catastrophic. By disconnecting the negative (-) or ground lead first this eliminates the potential of a direct short from your wrench. Use extra caution when moving a battery, should the battery drop it can rupture and emit sulfuric acid which is extremely dangerous. Make sure all accessories are turned off to prevent a spark when removing the terminals. ire size with a length limit of 100 feet.

WARNING - Use the Save A Battery™ Charger / Maintainer ONLY with 12 volt Lead Acid, VRLA, AGM, or Gel type batteries designed for automotive type uses. Connect the AC power first then connect the battery connection. Monitor the RED Fault LED on the unit and should it come on disconnect the battery immediately. Battery size should be between 15Ah and 300Ah.

WARNING - Do not cover the battery or the Save A Battery™ Charger / Maintainer. Covering either can result in a fire or damage the charger. Both the battery and the charger need to be well ventilated.

WARNING - Make sure the battery terminals are clean, if necessary use a battery post cleaner tool to remove corrosion and oxidation before connecting the charger's clip-on terminals. Bad connections can create heat, sparks, and prevent the battery from getting charged properly. Loose connections can also fall off leaving the battery uncharged.

WARNING - Remove all jewelry or other metal objects that can short out the battery and create damage or injury. Battery ACID (sulfuric) is dangerous. If it comes in contact with your eyes, clothing, or skin water and soap should be used immediately. Get medical attention.

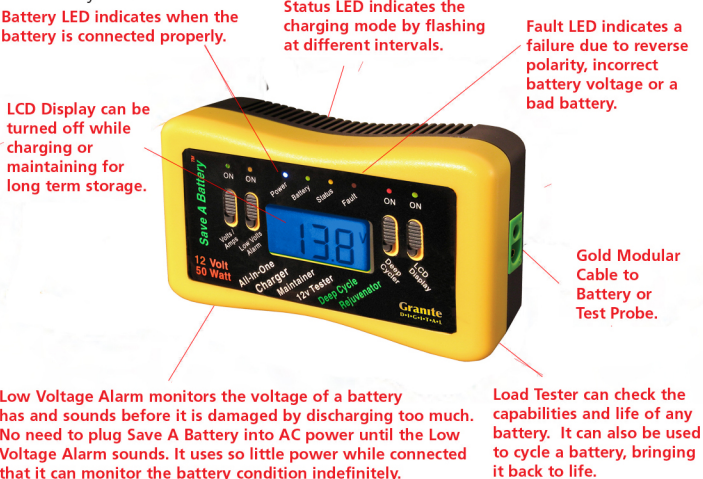
WARNING - Do not connect the charger / maintainer when engine is running. keep wires, connectors away from all movable parts like the fan, fan belt, alternator, generator, etc. Do not connect the charger / maintainer if you are going to start the engine. Remove it from the engine compartment and make sure all cables are free from moving parts.

WARNING - Do not disassemble the charger / maintainer for any reason. If the charger has been dropped or if the case has been cracked send it back to us for repair or replacement. If the cord gets damage or cut do not use the charger, replacement cords are available.

A FULL OWNER'S MANUAL IS AVAILABLE ONLINE AT WWW.BATTERYSAVER.COM

Charger Maintainer Tester Rejuvenator Alarm Monitor

This product supports a variety of functions covered in other sections of the manual. Mounting or locating a place for the charger is the first thing to do. Please read the Warnings before using it. For basic use, first find a AC outlet to plug it into, then choose the type of connection to the battery and when connecting check that the Battery LED comes on and that the Fault LED does not. This indicates that the charger has found a battery and it thinks it can charge it. If the Fault LED comes on... check the polarity of the wires... if they are correct then the battery is not capable of being recharged. The Status LED flashes when charging is taking place and comes on solid when the charger switches into maintenance and rejuvenation mode. The Power LED indicates that AC Power is present. The LCD Display switch turns on/off the LCD display but charging continues. The Load Tester turns on/off the built-in load. This should be off unless discharging the battery or cycling of the battery is being preformed. Low Voltage Alarm monitors the battery status.



Charger Maintainer Conditioner

This product supports a variety of functions covered in other sections of the manual. Mounting or locating a place for the charger is the first thing to do. Please read the Warnings before using it. For basic use, first find a AC outlet to plug it into, then choose the type of connection to the battery and when connecting check that the Battery LED comes on and that the Fault LED does not. This indicates that the charger has found a battery and it thinks it can charge it. If the Fault LED comes on... check the polarity of the wires... if they are correct then the battery is not capable of being recharged. The Status LED flashes when charging is taking place and comes on solid when the charger switches into maintenance and conditioning mode. The Power LED indicates that AC Power is present.

NOTE: The Charger Maintainer comes in different voltage models. Check the front label for the model you have and connect only to the proper battery / batteries.



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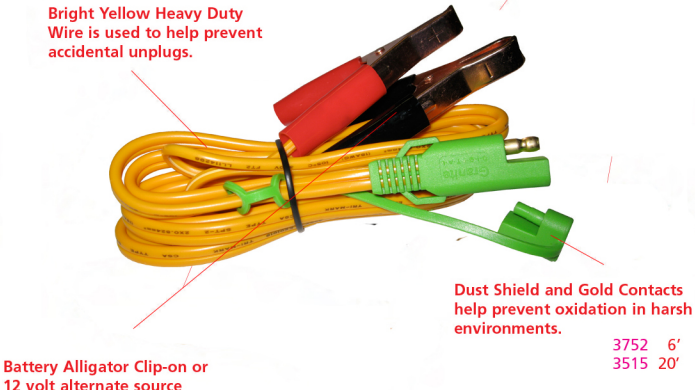
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Alligator Clip-on Cable

The Alligator Clip-on Cable connects directly to the battery post. It is the most common way of connecting a battery charger to a battery for temporary use. The only negative that this clip-on cable has is the fact that it can be disconnected if the cable gets pulled our caught. It is not the best approach for long term maintenance applications. Before connecting make sure that the battery charger is plugged in and the Power LED is on. As you connect to the terminals watch the Battery and Fault LEDs on the charger or maintainer. If connected properly to a battery that is chargeable, the Battery LED will come on and the Fault LED will not. If this does not happen there is either a problem with reverse polarity, a non-chargeable battery, or a short circuit. Disconnect the alligator chip-ons immediately.

We offer two lengths, both 6' and 20', additionally you can run up to 30' total cable length on any of our systems so our extension cables can be used to make the cable run longer if need be.

Make sure that battery terminals are clean and that the clip-on connectors are making good contact and are firmly attached to the battery posts.



Maintainer Conditioner

The Battery Saver™ "1200" & "3015" series are our dual voltage maintainers. These models offer efficient maintaining and our patented micro processor control. All functions are automatic, from the charging and maintainings modes, to connecting to 6 or 12 volt batteries. It is all monitored and adjusted by the maintainer. Features PULSE technology, which will desulfate the battery and prevent the sulfation from sticking to the plates. We offer an upgrade to each line, 12 watt and 25 watt, that has a built-in digital battery tester to read the battery's voltage and reads the AMP output of the power being sent into the battery from the charger.

