

SIMPLE PULSER INSTRUCTIONS

DO NOT CONNECT THE PULSER TO THE BATTERY CHARGER – CONNECT IT TO THE BATTERY & THEN CONNECT THE CHARGER. MAKE SURE THE BATTERY CHARGER IS UNPLUGGED FROM THE MAINS SUPPLY BEFORE CONNECTING/ DISCONNECTING.

TO PREVENT DAMAGE BY SHORTING OUT OF THE PCB PLEASE ENSURE IT IS USED IN SOME FORM OF INSULATING CONTAINER (kits & unboxed pulsers only).

CONNECT YOUR NEGATIVE CABLE TO THE BOLTED TERMINAL MARKED –VE AND THE POSITIVE CABLE TO THE TOP OF THE INSULATED SPACER AT THE POSITION MARKED +VE. DO NOT DISCONNECT OR CHANGE THE DIODE OR FUSE CONNECTIONS, PLEASE REFER TO WEBSITE FOR PICTURES IF BUILDING A KIT FOR CORRECT CONNECTIONS (kits & unboxed pulsers only).

1. Is it working? If the red LED is lit and you can hear a distinct 'buzzing' noise then yes it is.
2. Only slightly less important is ensuring that any battery charging activities are carried out in a reasonably well ventilated environment. This is particularly relevant here as you will both hear and see sparks generated as you connect this device. This is perfectly normal, but possibly 'alarming' to the first time user.
3. The battery to be recovered must measure at least 10.5V 'open circuit'. Any less than this and the cause of the battery's deterioration may well be more than sulphation and this device is unlikely to function as intended i.e. recover a sulphated battery.
4. Ensure that the electrolyte levels are adequate prior to starting, these should be checked regularly whilst the device is in use. It may seem obvious but don't do this with the pulser connected, they don't like water.
5. The device should be used in conjunction with a simple trickle battery charger. The device itself consumes circa 40-90mA.
6. The pulser can be left connected whilst the trickle charger is connected/disconnected from the battery. I re-iterate, do not leave the pulser connected solely to the battery charger.
7. Having said this the device can be used on its own i.e. without a charger until the battery voltage drops to 10.5V i.e. trickle charge the battery in conjunction with the pulser until a peak is reached and then disconnect the charger and let the pulser 'pull' the battery voltage down. Depending on the state of the battery this could be several days.
8. If you have a voltmeter the simplest indication of the battery improving will be the maximum voltage achieved after charging each time. This should rise noticeably during the first week and then reduce over time.

The next best reliable indicator is putting a load on it i.e. put it in a vehicle and try starting it – probably the simplest 'load test' around.
9. I cannot emphasise enough the importance of ensuring the voltage level doesn't drop below 10.5V at any time. It is almost certain irreversible battery damage will result.
10. Ready built pulsers have been bench tested prior to despatch.
11. The devices are now supplied with reverse polarity protection consisting of a fuse and a diode. In the event you have the misfortune to connect the device the wrong way around the fuse will blow. The device will be supplied with a 5 x 20mm quick blow fuse with a rating of between 2 – 5A.

I would suggest you get a stock of these in as we have all made the mistake of connecting these devices the wrong way round; the advantage now is that you only blow the fuse and not the whole device!!