

VW T6 Split Charge Kit Fitting Instructions

Thank you for your purchase, and we hope you'll be satisfied with your product.

If you have any queries on the fitting process, please don't hesitate to drop us an email at Info@RayneAutomotive.co.uk.

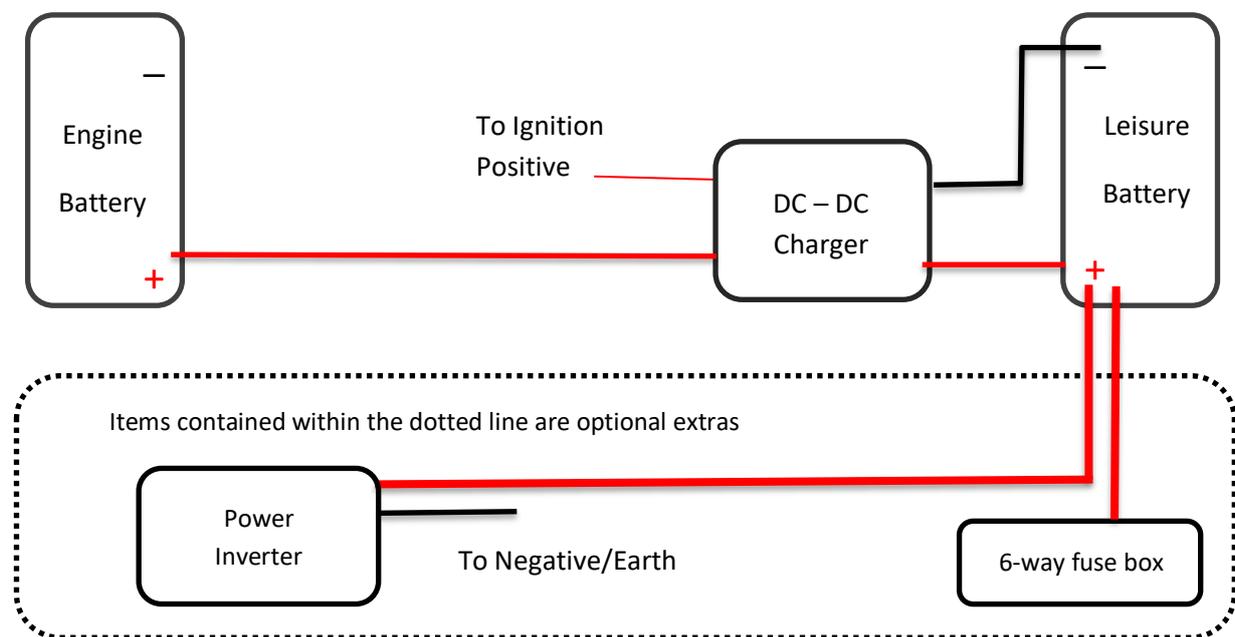
Routing

The system runs, beginning with the eye terminal, from the main engine battery, then through the first 30A fuse. From here the main cable goes through to the DC-DC charger, located near the leisure battery. The split charging system then runs up onto the positive terminal of the leisure battery where it is to be clamped.

The detail

It is advised for safety purposes that you leave affixing both ends of the kit until last to avoid working with live wires where possible. It is also recommended that both the earth terminals are disconnected from the two batteries for safety reasons.

Begin by, mounting the relay and charger onto a suitable surface. Ensure that it has space around it to allow air to flow for cooling and that it won't be subjected to extreme heat. Avoid exposing the components to the elements.



Notes

Never allow either battery to flatten completely, this sudden rush of current may damage the flattened battery. If this does happen, remove the earth from the split charge relay and charge the flat battery using a leisure battery charger to maximise safety and prolong battery life. Looms should be checked regularly for abrasion and rubbing against the car and itself. Any abrasion should be treated and prevented. In the event of any loom failure please revert to the original wiring and contact us to resolve the issue. Once fitted, please ensure you have a qualified auto electrician check the fitting before use, also repeated inspections to ensure maximum safety are recommended. Rayne Automotive Ltd accept no liability for the misuse or poor fitting/maintenance of this product or any effects caused from ill practice.