

# **BATTERY GUARD** on GM Vans

## **INSTALLATION INSTRUCTIONS**

Before beginning the installation of this system, please read all these instructions carefully.

This will help to prevent misunderstandings that could cause problems with the installation.

Step 1. Disconnect the battery ground to prevent possible short circuits during installation.

Step 2. Cut the #10 gauge black wire w/ red stripe, coming from the positive post of the battery, approximately two inches from the battery post. *(This wire will be spliced later in the installation.)*

Step 3. Select a mounting location near the vehicle battery for Battery Disconnect Relay.

*(It is recommended that the relay be mounted on the fire wall above the battery.)*

Mount the relay with grey cap facing downward, using two #10 self-tapping screws and washers.

Step 4. Mount the control box inside the vehicle, using four #8 self-tapping screws.

*(A suggested position is under the dash, on the firewall.)*

Step 5. Select a mounting position for the Reset switch on dash, in a position that will make it clearly in view of the driver. Drill a 3/8" hole in the panel.

Step 6. Uncoil the harness and locate the three (3) pin plug. Connect it to the Reset switch.

*Be sure that the latch on the plug faces the front of the switch.* Mount the switch in the previously drilled hole (step 5) using two nuts (provided). Install the knob.

Step 7. Route the wires from the switch to the Control box. Plug the NINE (9) pin plug into the connector on the Control box. *(This plug is polarized to prevent it from being plugged in wrong.)* Be sure that it is properly seated.

Step 8. Connect the "free end" of the orange wire from the nine (9) pin plug to an ignition switched source, +12 volts. *(This can usually be picked from the OEM fuse block.)*

Step 9. Run the remaining four wires from the 9 pin plug to the relay, through a hole in the firewall and route them to the Disconnect Relay.

Step 10. Connect the white and brown wires to the small Disconnect Relay terminals marked "I" and "S". Connect the white wire to the "I" terminal. Connect the brown wire to the "S" terminal. Connect the black wire to a good ground on the chassis, using a #8 self-tapping screw. Remove the 5 Amp fuse from it's holder. Insert the red wire into the back of the housing on the relay. Reinstall the 5 Amp fuse.

Step 11. Strip approximately 1/4" of insulation from the "free end" of the black wire w/ red stripe, coming from the vehicle harness (Step 1) Insert this wire into the large ring lug provided and securely crimp it on this wire. Put the ring lug on the large post of Disconnect Relay, opposite the fuse *(The side towards drivers side of vehicle)*. Put the nut on the lug and tighten it.

*Use two wrenches to be sure that the rear nut and stud do not turn.*

Step 12. Strip approximately 1/4" of insulation from the "free end" of the black wire w/ red stripe (wire coming from the battery post). **(CAUTION: If ground wire was not disconnected in Step 1, this wire will be hot.)** Put this wire into the crimp connector on the "free end" of the wire and securely crimp it.

Step 13. Reconnect the ground wire to the Battery.

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### **SYSTEM TEST**

The system is now ready for testing. To test:

Press the **TEST** button on the edge of the control box. *The Disconnect Relay should be disconnected and all power to the vehicle should be off.* The LED on the **RESET** switch should be blinking at a rate of approximately once every two seconds.

Press the **RESET** button.

The Disconnect Relay should go on and the power to the vehicle should be restored.

Turn the ignition switch on. Press the **TEST** button. The Disconnect Relay should click, but remain connected. If it disconnects, check to be sure that the orange wire is getting ignition switched, 12 volts. *(This step is very important to be sure that the system will not disconnect the battery while the ignition is on.)*

The installation is now complete.

### **BYPASS TERMINAL**

There is a 1/4" slide-on connector on the Control box, marked "BYPASS". This terminal is connected directly to the battery through a 5 Amp fuse on the Disconnect Relay.

*It will NOT be shut off by Battery Guard.*

It is intended to be used to power limited accessories that want to remain hot, such as radio, or telephone memories and can provide for a connection from a solar panel to the battery.

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