



ABR - SIDEWINDER



ABR-SIDEWINDER PETROL CHARGER

OPERATING INSTRUCTIONS

Warning: Read these instructions in full before attempting to use this charger.

BEFORE USE

This charger is designed for outdoor use in well ventilated areas, do not use in confined spaces, exhaust fumes are dangerous.

Do not smoke or use this charger near open flames.

Make sure the charger is level and the exhaust is kept away from dry grass or any other combustible materials.

Do not try recharging non-rechargeable batteries.

Never leave the charger unattended. Vibration in petrol engines can cause them to fall over which in turn could cause a fire.

Never touch the exhaust on a hot engine.

Allow the charger to cool before filling with fuel or storing the charger after use.

Unpack the charger and inspect for damage, loose parts or any other problem that may make the charger unsafe to use.

Repairs should only be carried out by qualified persons.

Fill the engine to the required level with engine oil. (Use the dip stick to ensure level is correct). If engine oil is low the engine will not start.

Fill the fuel tank with unleaded premium fuel. Do not over fill, only fill with enough fuel to complete the task. Allow approx 500ml per hour. Do not refuel hot engines or while engines are running.

Specifications:

- Weight 18.5kg
- Dimensions (mm): 460 x 300 x 400 (L x W x H)
- Alternator: 12V 70A – internal fan – dual regulated
- Voltage: 12.5V – 14.7V adjustable
- Max amp output: 70 amps – load dependent
- Engine: 2.4hp @ 3600 rpm 87cc air-cooled 4 stroke OHV
- Fuel capacity: 1.6 litres (unleaded)
- Fuel consumption: Approx. 600ml litre/hour
- Oil capacity: 0.4 litres
- Noise level: Max 72 dba @ 7 metres.



USING THE CHARGER

Make sure the battery you wish to charge is in serviceable condition, clean and ventilated, the battery needs a surface charge of at least 9V – This charger will not charge a DEAD battery.

Top up engine oil and fuel as required on the charger.

Connect the charger cables (+) to (+) and (-) to (-). (Do not reverse connect as serious damage will result)

Make sure the control panel is switched off before starting the engine. (Failing to do so makes the engine hard to start)

Turn the engine switch on. (Located at pull start cover)

Set the throttle to low speed.

Turn the choke on.

Briskly pull start the engine.

Allow the engine to warm up and turn the choke off.

Turn the output adjuster to minimum. (Anti-clockwise)

Switch the power switch on.

The charger will now start charging the battery.

Adjust the output to 13.8V (Check the engine speed and adjust as required to prevent labouring)

For maintenance charging 13.8V is best.

For fast charge or emergency boosting you may increase the voltage output to as high as 14.7V. Depending on battery size and condition the amperage will increase to 50 to 70 amps. Adjust engine speed accordingly; if engine is overloaded it will stall. Find a setting of voltage vs. engine speed that allows the engine to run smoothly with minimum effort and noise. It is advised to do this sequence slowly and adjust slowly up from 13.8V to 14+ volts.

Do not try force charge into a battery, most batteries require slow charge and require a charge voltage lower than 14.3V.

The battery will be fully charged when the amperage is less than 5 amps at 13.8V - Use the table below as a guide.

Switch off the engine when finished, and then switch off the control panel followed by removing the cables.

Do not leave the control panel switched on while connected to a battery as it will drain the battery.



State of Charge	12 Volt battery	Volts per Cell
100%	12.7	2.12
90%	12.5	2.08
80%	12.42	2.07
70%	12.32	2.05
60%	12.20	2.03
50%	12.06	2.01
40%	11.9	1.98
30%	11.75	1.96
20%	11.58	1.93
10%	11.31	1.89
0	10.5	1.75

BATTERY AT REST – NO LOAD – MINIMUM 1 HOUR AFTER CHARGING

MAINTENANCE

Drain fuel when transporting the charger.

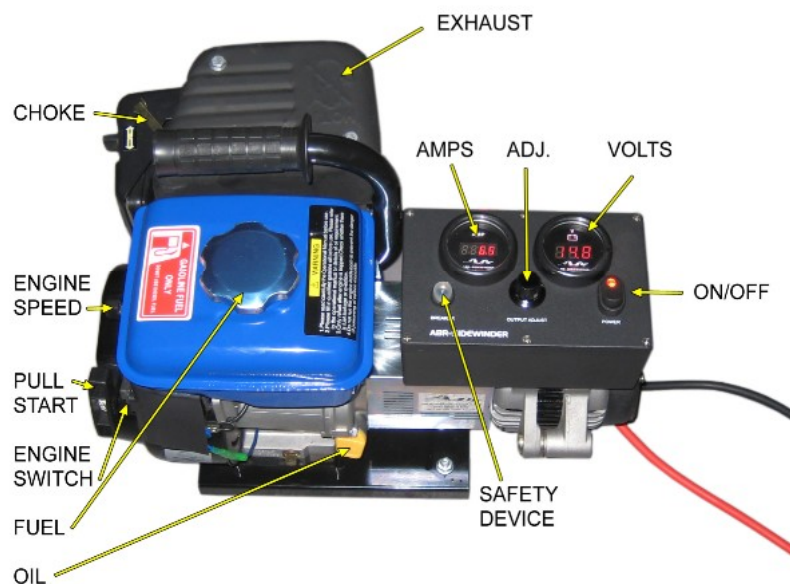
Clean air filter when used in dusty conditions.

Tighten any loose nuts and bolts.

Periodically visually inspect the rubber coupling under the charger.

Keep these instructions and the engine manual in a safe place for future reference.

Charge cables can easily be replaced if required, do not use damaged cables.



THIS CHARGER SHOULD NOT BE USED FOR MEDICAL INSTALLATIONS OR FOR ANY TYPE OF PERMANENT POWER SOURCE OR FIXED INSTALLATION.



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