

THUMPER LITHIUM - RELATED PRODUCTS:

Thumper now offer a number of products to help improve your dual battery experience. If you require any further information on any of these products, please do not hesitate to contact our team.

TL-A-CI.2



Designed to suit the Thumper Lithium 12 AH and 24 AH battery packs; The Anderson to Cigarette charge lead will allow for charging of these packs directly from the vehicle's cigarette lighter socket. This lead **must** be used when charging via the cigarette socket in any vehicle. The TL-A-CI.2 has been designed to prevent reverse drain occurring between the main start battery and the Thumper Lithium battery pack. The average charge rate for this lead via a standard vehicle cigarette socket is 5 - 8 Amps.

Available to purchase as an optional extra is the Thumper Dual Battery adaptor (TL-DB). This adaptor is **must** for anyone wanting to 'link' the Thumper Lithium battery pack to an existing dual battery system. Simply connect the GREY side of the adaptor to the existing dual battery and connect the BLACK side of the adaptor to the Thumper Lithium battery pack. The adaptor will allow for both batteries to charge from the same charge system but will act to prevent any reverse drain from occurring. Rated to 20 Amps, the TL-DB is designed to suit the Thumper Lithium 12 AH / 24 AH / 40 AH / 60 AH battery packs.

TL - DB



TL-AI.2



Available to purchase as an optional extra is the TL-AI.2 charge lead. The TL-AI.2 is an alternative to the TL-DB adaptor. Once again, this lead has been designed to allow the Thumper Lithium battery pack to charge in conjunction with an existing dual battery system. The lead will protect the Lithium battery against discharge and will allow two batteries of differing chemistries to charge via the same charging source. Rated to 40 Amps, the lead is designed to suit the Thumper Lithium 12 AH / 24 AH / 40 AH / 60 AH / 90 AH packs & 100 AH / 120AH Lithium batteries.

Why would I need to use the TL-DB / TL-A-CI.2 / TL-AI.2 adaptor(s)?

Lithium batteries operate at a higher voltage throughout their cycle. This higher voltage means that when a Lithium is 'linked' to another battery with a differing chemistry, the Lithium will lose power by draining into the battery that it is connected to. This drain will occur until both batteries 'equalise' in voltage. By using these leads, it will prevent back-feed / drain occurring from the Lithium and will keep the two batteries working independently from one another so they can successfully charge from the same charging system.

Thumper now offer a dedicated LiFePO4 240 volt battery charger, available in 5 Amp and 8 Amp. The mains charger is fitted with a 2.1mm plug to allow for an easy connection directly into the Thumper Lithium battery pack. 5 Amp suits: 12 AH - 60 AH
8 Amp suits: 12 AH - 90 AH



Thumper



Code: **TUR-L**

THUMPER UNIVERSAL RELAY LOOM - IGNITION ACTIVATED -

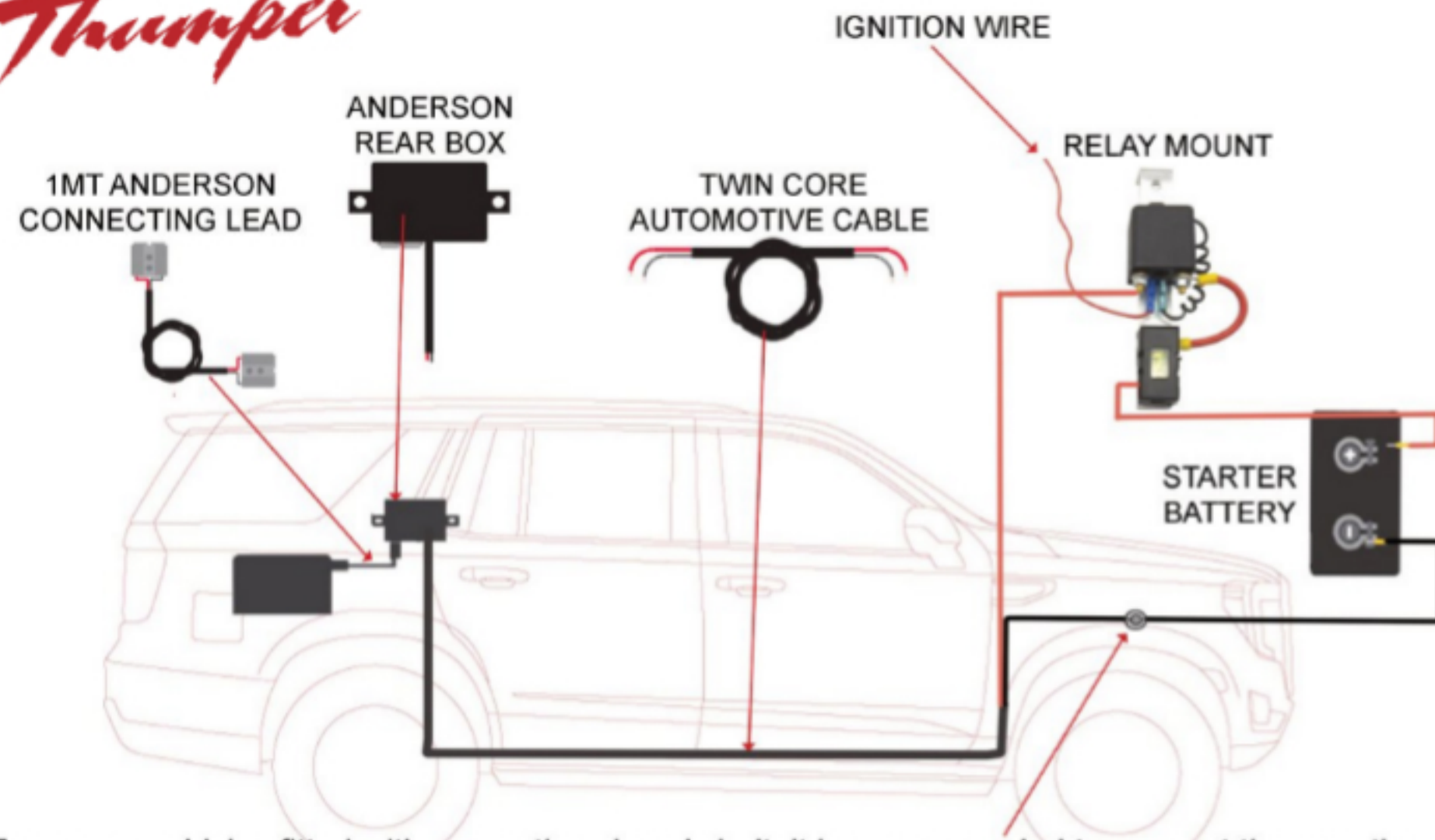
INSTALLATION GUIDE

Designed to suit:

- Thumper Lithium Battery Pack range
- Thumper AGM Battery Pack range
- Thumper DC Battery Box range

Phone: (08) 8398 5381

Thumper



For newer vehicles fitted with a negative chassis bolt, it is recommended to connect the negative of the cable (6mm / 8mm) to this chassis bolt. All other vehicles will connect the negative cable directly to the negative terminal of the main start battery.

NOTES FOR RELAY MOUNT:

- The aluminium bracket on the Relay Mount must be mounted to the vehicle's body. Mounting to the body will provide an earth connection to the relay.

* If the relay mount is fastened to a plastic surface or to a fibreglass body, then an additional earth wire must be connected to the aluminium bracket via one of the mount holes provided.

The Relay Mount is equipped with two optional pre-drilled mount holes. Either hole may be used to fasten the Relay Mount; alternatively, the top foot may be removed, or straightened, to allow for mounting to the rear firewall or side guard of the vehicle.

NOTES FOR IGNITION WIRE:

The Relay Mount has been fitted with an ignition wire. This wire must be fitted to any positive connection that is **ONLY** live when the vehicle's ignition is ON. The power feed must hold **NO** power when the vehicle's ignition is OFF.

For vehicles fitted with rain sensing wipers; it is recommended to use one of the Fuse-Taps provided to replace the fuse and connect this ignition wire.

For all other vehicles, the most common ignition source can be found within the windscreen wiper motor loom.

Components:

- 1 x Relay Mount (Fitted with Relay / Midi Fuse Holder / MIDI Fuse)
- 1 x 6mt length 6mm twin core automotive cable (optional 8mm upgrade)
- 1 x Anderson rear box (optional to fit)
- 1 x Anderson to Anderson 1mt connecting cable
- 2 x Pk5 small zip-ties
- 3 x Fuse-Tap options (Mico Fuse / Micro2 Fuse / Mini Fuse)
- Assortment of lugs / cable joiners / screws

Instructions:

- Mount the Anderson rear box in the rear of the vehicle, within 1 metre of where the Thumper will be located.
- Run the twin core automotive cable (6mm) under the carpet or kick panel from the engine bay to the location of the rear Anderson box. (If the cable has been upgraded to 8mm, then it is recommended to run the cable under the body of the vehicle and secure within split conduit).
- Using the yellow crimp joiners, connect the Anderson rear box to the twin core cable by crimping both the positive and negative cable into the yellow crimp joiners. Using electrical tape, tape the crimp joiners / cable join for added protection (optional).
- Fasten the Relay Mount under the vehicle bonnet as close to the main starter battery as possible (within 600mm) - see notes on the fitting the Relay Mount in the above diagram.

- Using the lugs provided, connect the length of 6mm (or 8mm) cable to the following:
 - The positive (RED) cable will connect to the remaining ring terminal on the Relay Mount (see image above)
 - The negative (BLACK) cable will connect either directly to the negative terminal of the starter battery, or, to the chassis bolt (a chassis bolt may not be fitted to all vehicles) - see notes in image above for more information.
- Connect the positive cable from the Relay Mount (the RED cable with split conduit) directly to the positive terminal of the starter battery.
- The remaining thin RED wire on the Relay Mount must connect to an **ignition activated power source**. An ignition activated source is a positive connection that is live **ONLY** with the vehicle engine running and holds **NO** power when the ignition is OFF.
 - For vehicles fitted with rain sensing wipers; it is recommended to use one of the Fuse-Taps provided to replace the fuse and connect this ignition wire.
 - For all other vehicles, an ignition activated source can be located either within the loom to the windscreen wiper motor, or by tapping into the back of a socket (such as a cigarette socket).
- Connect the Anderson 1mt connecting lead to the Anderson rear box and to the Thumper.
- **Final Step - Testing the charging system**
 - Start the vehicle engine and increase the vehicle's RPM to approx 1500-2000 for 3-5 seconds. At this stage, allow for your vehicle to idle whilst checking the Thumper voltage. The voltage should start to increase on the Thumper display. → If the voltage increases at this point, then you have successfully installed the charging system.