

WARNING



**Before operating, read and be familiar with operator's guide.
Follow all safety instructions:**

OPERATING INSTRUCTIONS

Read Owner's Manual before operating. Failure to do so can result in damage to unit and vehicle or lead to serious injury or death.

Note: Determine voltage of vehicle to be started; 12 volt or 24 volt.

1. On the Super Boost All®, Disconnect all plugs at the **RED** Power Plug and **GRAY** voltage selector plugs; voltmeter will read 0 volts.
2. Attach the **RED** booster cable clamp to the **POSITIVE (+)** post of the vehicle battery, connect the **BLACK** clamp to the **NEGATIVE (-)** post, then **VERIFY POLARITY**.
3. Connect the **RED** booster cable plug into the **RED** Power Plug.
4. Connect the **GRAY** selector plug into the **GRAY** plug marked 12 Volt or 24 Volt depending on vehicle voltage.
5. Start the vehicle.
6. After the vehicle starts, disconnect the **RED** Power Plug.
7. Disconnect the **BLACK** booster clamp, then the **RED** clamp from the vehicle battery.
8. When finished, to keep both banks of auxiliary batteries charge, connect the **GRAY** selector plug connector into the 12 Volt plug and cap the 24 Volt plug. Store cables.

CAUTION

Always keep cable clamps separate so they do not come in contact with each other. The clamps could short circuit, creating arcing or sparking, which may cause damage.

TROUBLESHOOTING THE 13-425 SUPER BOOST•ALL®

1. Problem: The unit is hooked up properly and is killing my truck battery.

Solution: With the truck ignition switch "OFF", check for voltage drop between the "Truck Battery" (+) post and the "Auxiliary Batteries" (+) post. The reading should be approximately 12.8 volts. When the truck is running, the reading should be very little (approximately 0.1 - 0.2 volts).

* If there is low resistance continuity between the "Truck Battery" (+) post and the "Auxiliary Batteries" (+) post when the truck ignition switch is "Off", the Battery Isolator (P/N 13-466) is bad.

2. Problem: The unit is hooked up properly but is not charging my auxiliary batteries.

Solution: Perform the same voltage test as described in Problem 1 to ensure that the Battery Isolator is functioning properly.

* If a current flow of greater than 200 amps is passed through the Battery Isolator at any time, the circuit will open. This is essential to protect the electrical system of the truck. Therefore, it is important to use an appropriate amount of auxiliary batteries (2-4), and keep them at an acceptable charge level and working condition to ensure that they will not produce a load of greater than or equal to 200 amps at charging voltage.