

DC/DC
Converter
ELE UNV 1001

As with any installation, lay out all the parts in an organized manner. Wear the appropriate eye protection and adhere to any safety precautions pertaining to personal injury. Disconnect the main battery negative at the battery pack making sure the run/tow switch (if applicable) is in the tow position. Failure to do so can cause component failure!



Warning-Prior to beginning installation of the converter, verify that B+ and B- (battery pack positive and negative) are isolated from the frame of the vehicle (no frame ground)! Using a voltmeter, measure the voltage from B+ to the frame and from B- to frame. In both cases there should be 0 volts (less than 10mv). If voltage is present this needs to be corrected prior to installation.

Warning-Prior to beginning installation of the converter, verify that +12 and -12 volts are isolated from the frame of the vehicle (this means 12 volt accessories such as lights, radio or fans etc). Using an ohmmeter, measure the resistance from the +12 volts of the accessory wiring to frame ground; and from -12 volts accessory wiring to frame ground (this is with the battery pack disconnected). In both cases there should be high impedance (over 15k ohms). If the +12 volt or the -12 volt accessory wiring are connected to the frame, this problem needs to be corrected prior to completing installation. Typically this means isolating the accessory wiring from the frame.



Mount the converter to the vehicle by drilling two holes 1/4" each, spaced 5" apart. Insure there will be no mechanical interferences and that an appropriate path for the wiring exists.

Make and install the harness that is needed to reach the location of the DC/DC converter. A 10 amp, fast acting, 100 vdc fuse should be installed in series with the B+ lead (blue wire). A 25 amp, 32 vdc fuse should be installed in the +13.1 volt lead (red wire).

Verify the wiring is correct at the point. See wiring diagram.

Make sure the circuit routed through the key switch is battery positive! Some 1994 and older Club Cars use a negative through the key switch and for this application a relay will need to be added to the system. For a positive system connect the white converter wire to the accessory side of the key switch. This will allow for key activation of the converter. Connect the blue converter wire directly to battery positive.



Fuse Holder



Relay

For negative key switch operation contact technical services for the relay information



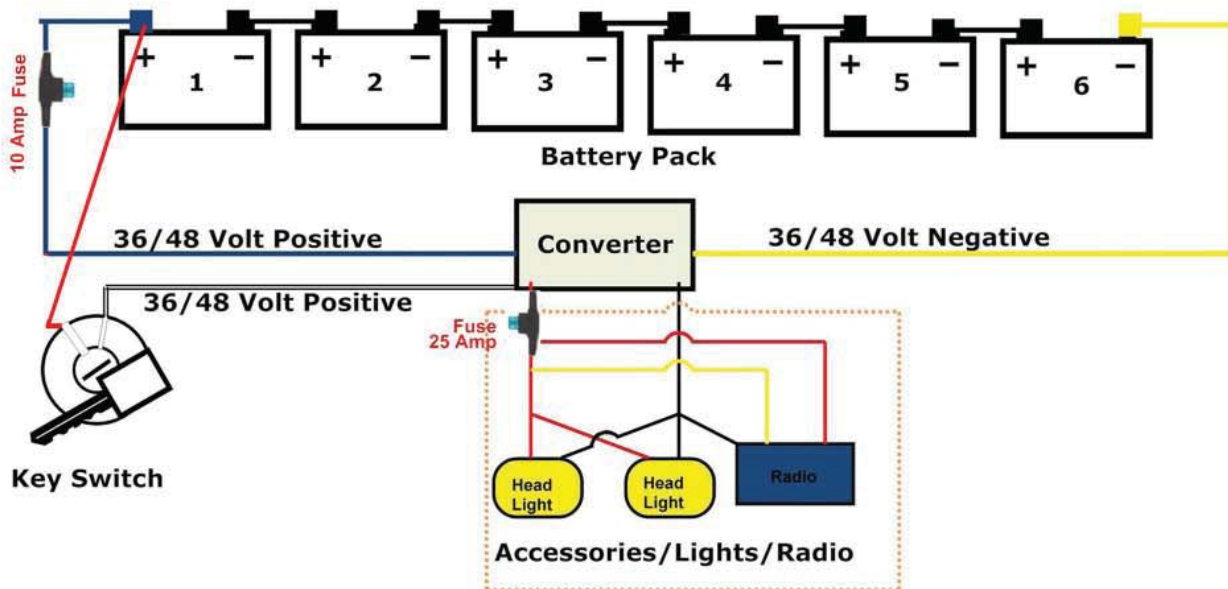
Key Switch

For the always on mode for maintaining radio memory connect the white converter wire to the blue converter wire. Connect these two wires directly to battery positive.



For radio applications the radio case should be isolated from the vehicle frame (chassis). To improve reception, a ground wire should be routed from the radio case to the vehicle frame using an isolation capacitor. When used with a radio, the always on mode can be used to maintain the radio memory. Additionally, the radio on/off lead (typically red) may be connected to the key switch (B+) accessory side so that the radio turns off with the key switch (a relay is required for this function). Note: make sure the circuit through the key switch is positive!

Caution-This converter is designed for 2-wire/12 volt applications only and chassis return for -12 vdc should not be used (this means no frame ground)!



Red and Yellow Radio wires are 12 Volt Positive and the Black wire is Negative

Battery packs vary throughout the industry. Make sure the connections are made at battery number one (positive) and battery number 6 (negative). Use the correct wiring diagram for your cart to determine the correct connecting points. Do not exceed the rated 16 amp output for the converter system.

The Key switch must be a positive circuit (test the circuit first).

Do not use a frame ground!

