

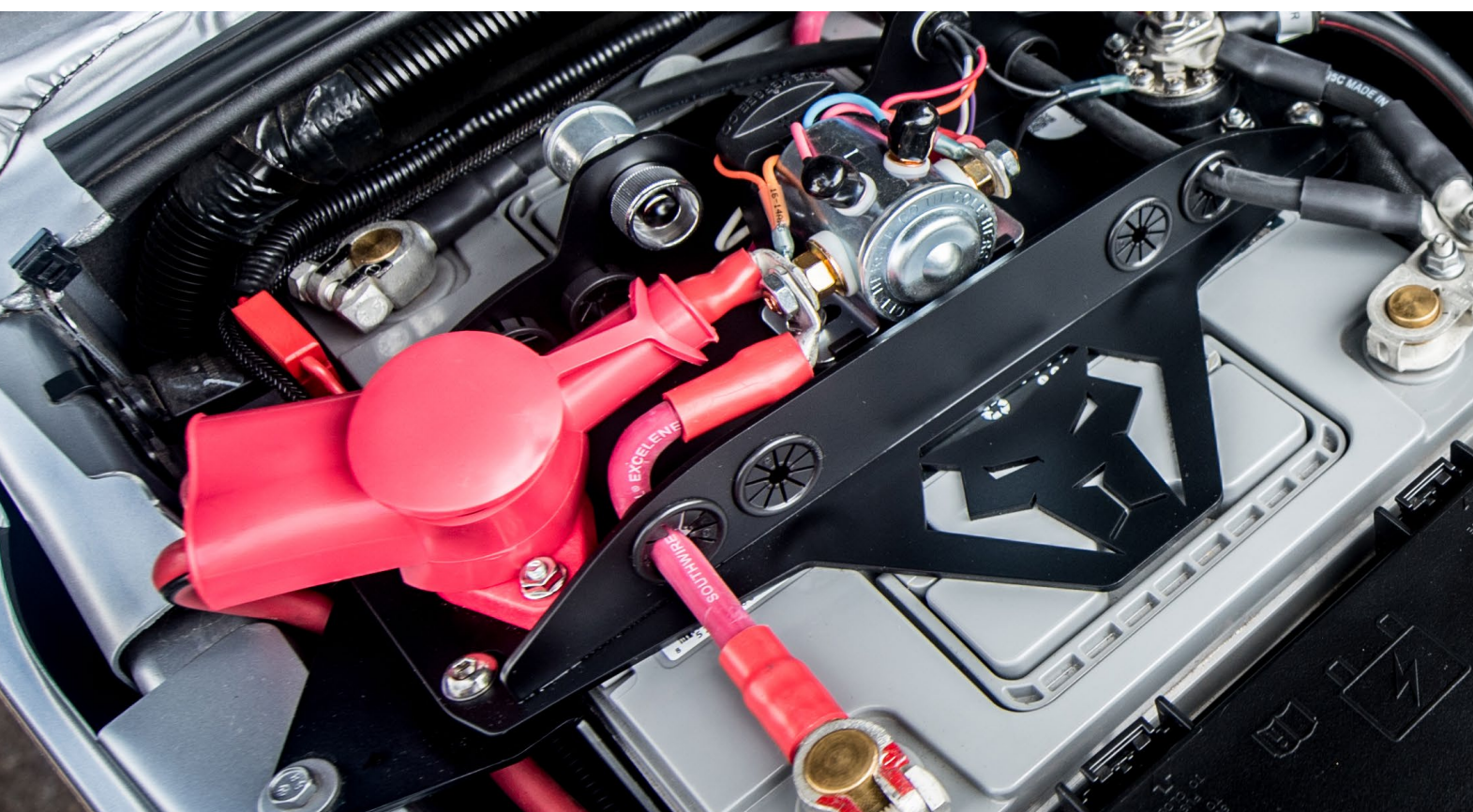


HELP US GO PAPERLESS!

Installation instructions can be downloaded from this product's detail page on our website.

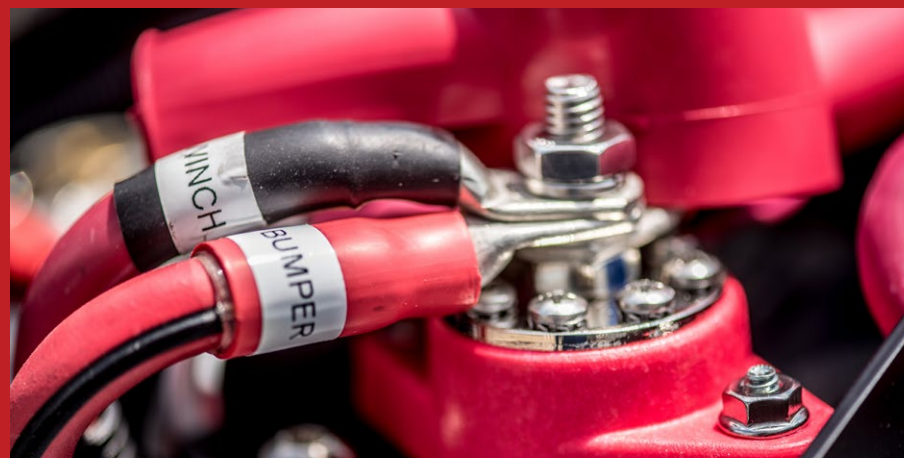


For video details about this product check out [YOUTUBE.COM/GENESISOFFROAD](https://www.youtube.com/genesisoffroad)



POWER TO GET YOU THERE. AND BACK.

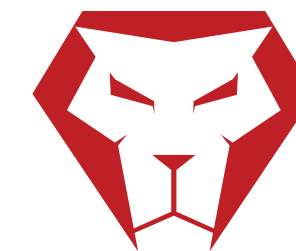
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POWER BUS BARS



G SCREEN CABLE



GENESIS OFFROAD

USER GUIDE



DUAL BATTERY KITS YOU CAN RELY ON

CHECK OUT OUR WEBSITE FOR MORE INFORMATION ON VARIOUS APPLICATIONS
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**THE MOST COMPLETE AND EASIEST TO INSTALL
DUAL BATTERY KIT ON THE MARKET.**

FEATURES

1. BOOST BUTTON

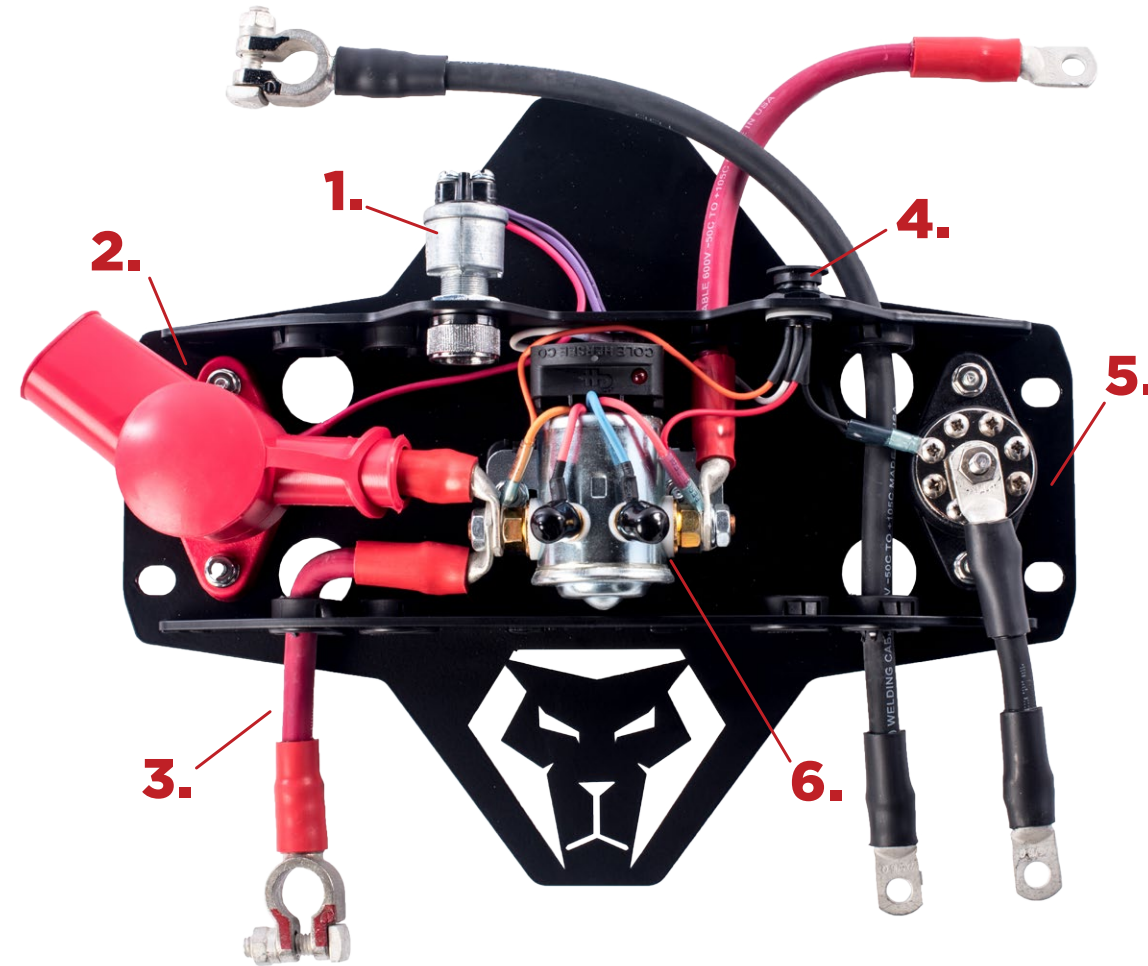
Press one time to jump start from your second battery if your cranking battery is dead.

2. POWER BUS BAR

Connect your winch and other high-amp circuits to the large center stud. Low-amp accessories connect to the smaller terminals.

3. SEVERE DUTY WIRES

Flexible 2ga welding cable with adhesive-lined heat shrink and zinc-plated copper lugs handle high power needs.



4. G SCREEN PORT

Our optional monitoring system gives you an in-cab boost button, dual voltmeter, isolator status, and air pressure gauge.

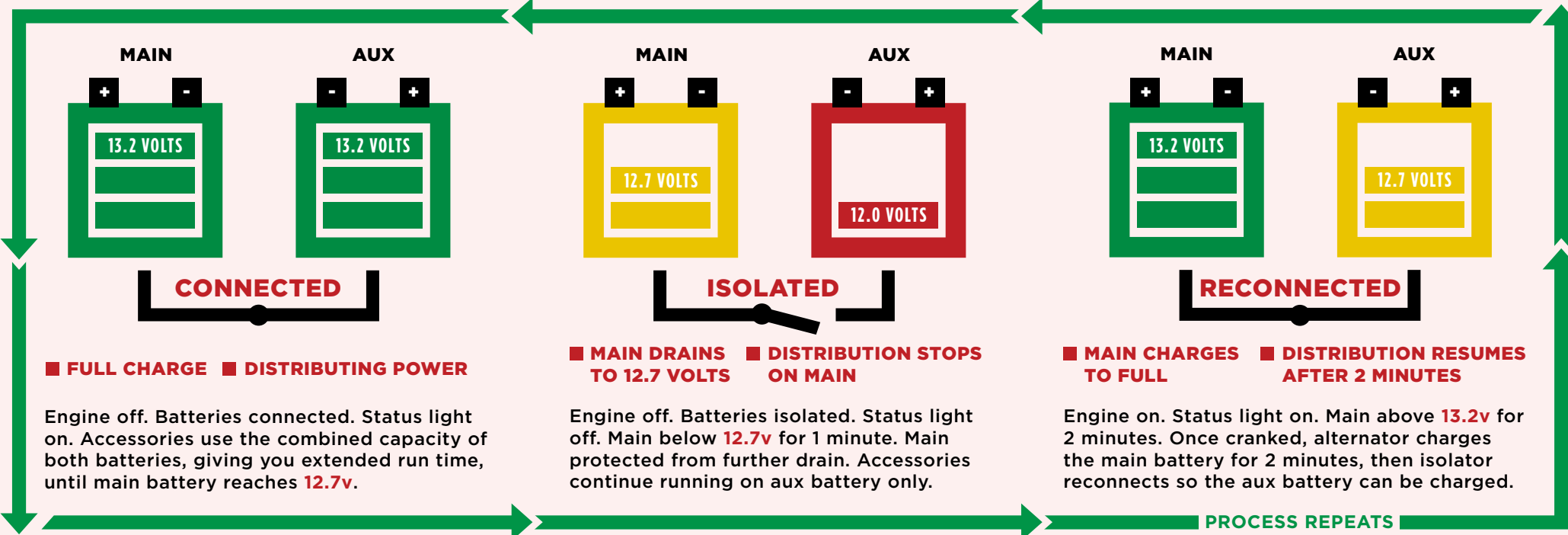
5. GROUND BUS BAR

Connect all aftermarket electrical accessory ground wires here.

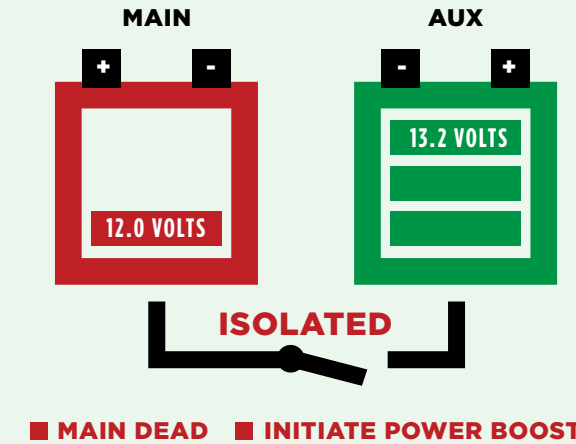
6. SMART ISOLATOR

Automatically handles connecting/isolating the batteries to protect your cranking battery from being drained by your accessories.

HOW IT WORKS



POWER BOOST



Engine off. Batteries isolated. Status light off. If the main battery is too low to start the engine, simply press the boost button to jump start yourself from the second battery.

FAQS

■ WHAT KIND OF BATTERIES ARE COMPATIBLE WITH THE KIT?

You can use any brand, but it must be a Group 34 size battery to fit our tray. The Group 34/78 will also work. We recommend the Odyssey PC1500 (part number 34-PC1500-T or 34/78-PC1500DT, or the marine version 34M-PC1500-T) and the Optima Yellow Top (part number 8012-021 or the 34/78 model part number 8014-045). The OEM battery will not fit our tray.

■ WHAT YEAR, MODEL AND MAKE DOES THE KIT FIT?

The tray fits all year models of the Jeep Wrangler JK, 2007-present, and also fits JKs with engine swaps - Hemi and LS engines. It does not fit with diesel engine swaps. The '07-11 models require a short extension cable for relocating the evap solenoid. The '12-present models do not need this extension cable. Contact us if this cable was not included in your package upon purchase.

■ THE RED LIGHT ON TOP OF MY ISOLATOR STAYS ON ALL THE TIME. IS SOMETHING WRONG?

The red LED light is a status indicator. On means the batteries are fully charged and they are connected together. Off means they are below 12.7v and the isolator has separated the batteries to protect your cranking battery from being drained by your aftermarket accessories.

■ HOW DO I CONNECT AN SPOD SYSTEM TO THE DUAL BATTERY KIT?

The sPOD source unit should be connected directly to our power and ground bus bars. For the best connection, we recommend using a larger ring terminal on the positive lead so that it can be connected to the large center stud on the power bus bar. The sPOD's negative lead should fit the center stud on the negative bus bar.

■ DO I NEED AN SPOD, OR IS IT UNNECESSARY SINCE THE KIT HAS THE POWER AND GROUND BUS BARS FOR HOOKING UP MY ACCESSORIES?

The sPOD system from www.4x4spod.com is a great compliment to our dual battery system. It allows you to easily add electrical accessories that need a fuse, relay, and a switch. It does have limitations, however, with the amount of current that can be used through any one switch. For example, you can't control a winch with it due to the very high amp draw for the winch. Our bus bars are perfect for connecting accessories that need direct battery power, or for those that come with a wire harness that includes a fuse, relay, and switch.

■ MY FACTORY POST CLAMPS WON'T GET TIGHT ENOUGH ON THE BATTERY POST. IT IS LOOSE AND CAUSING WEIRD ELECTRICAL ISSUES.

The factory battery post clamps are made of light duty stamped sheetmetal, and are easy to damage. First, make sure the post clamp is fully seated all the way to the bottom of the battery post. Try loosening up the post clamp nut so it is very loose, then use a large socket and gently tap the clamp down onto the post. Now tighten the clamp nut and see if it is secure. You can also try using a battery post shim, available from your local auto parts store, to fill the gap between the clamp and the post, allowing the clamp to tighten down more securely.

■ DO YOU SHIP TO INTERNATIONAL CUSTOMERS?

Absolutely! International shipping is no problem.