

DUAL BATTERY WIRES FOR M1 CONTROLS

ELK-W119

Increase the back-up battery capacity of M1 control by installing dual back-up batteries.
Replaces factory battery wires.

- Increases standby power time in the event of a AC power outage
- 2 Pairs, 24" long
- Red (+) wires are fuse protected at 5 Amps

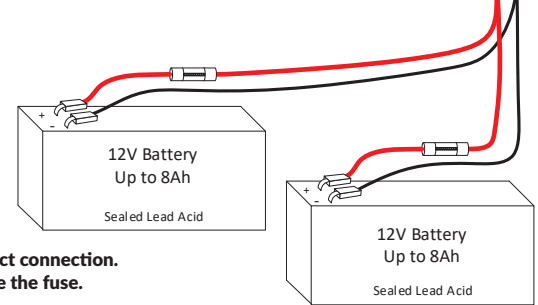
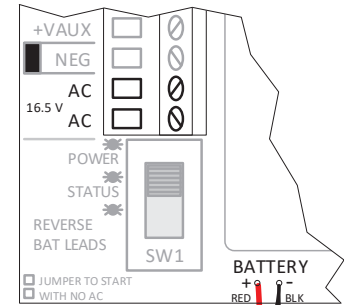
Instructions

1. Power down the M1 control and disconnect the battery.
2. Remove cover from M1 control and locate the battery lead terminals.
3. Remove the factory wires from the battery lead terminals.
4. Install the stripped end of the dual red battery wires in the RED terminal.
5. Install the stripped end of the dual black battery wires in the BLACK terminal.
6. Connect a red blade connector to the red (+) terminal of each of the two batteries.
7. Connect a black blade connector to the black (-) terminal of each of the two batteries.
8. Power up the M1 control.

IMPORTANT: The M1 control is designed to recharge 12 volt sealed lead acid batteries only. When operating dual batteries the combined ampour (Ah) rating of the batteries must not exceed 18Ah in order to maintain a charge on each battery.

DANGER-WARNING!

- The red battery wires each have a 5 Amp inline fuse as a safety measure to help mitigate danger of incorrect connection.
- While connecting to the batteries a polarity reversal of either battery wire could cause a spark and damage the fuse.
- Shorting the battery wires to one another could also cause a spark and damage the fuse.
- The 5 Amp inline fuse IS NOT field replaceable. Always keep a spare set of fused battery wires to use as replacements.
- To test each fuse disconnect both ends of red wire and use an Ohmmeter to confirm continuity between the blade connector and the stripped end.
- To verify each battery and fused wire is serviceable leave all wires connected and unplug the AC power transformer. Control should operate from one battery as you momentarily disconnect red wire from the other. Repeat with other battery. If the control loses power either the battery or the fuse is bad.



PO Box 100
Hildebran, NC 28637
Ph 828-397-4200

3266 US Hwy 70 West
Connelly Springs, NC 28612
Fax 828-397-4415

<https://www.elkproducts.com>

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