

STEALTH I DC MANUAL
TECH SUPPORT 1-888-588-4506 ...WEB www.stealth1charging.com
BLACK UNIT IS 24/36 ONLY

PLEASE READ AND UNDERSTAND YOUR NEW PRODUCT

IMPORTANT MESSAGE: Before installing your newly purchased STEALTH I DC charging system *be sure to read the following instructions completely, regardless of your familiarity with electricity or electrical systems. You must follow the instructions contained in this manual. This unit is an electrical component and can be damaged if it is installed wrong. If after reading, you have any questions please call our toll free number (1-888-588-4506).*

ALWAYS WEAR SAFETY GLASSES WHEN WORKING WITH BATTERIES!

THE STEALTH I CONCEPT: The Stealth I DC accepts power from any source. Whether you are using your engines alternator or AC power the Stealth I DC operates the same. The Stealth I DC and AC connects to your cranking battery and when your cranking battery reaches full charge, the Stealth I DC turns on and steps up the voltage to your trolling motor or aux. batteries. With the Stealth I volt meter in place and properly used the full battery maintenance program will keep you from going dead on the water as designed. The **Stealth I DC** charging system gets it's power directly from your engine's cranking battery. When in operation, the state-of-the-art technology applies on-demand charging voltage to your marine trolling or aux. batteries so they receive only the charging current required to replace energy that has been consumed. The Stealth I **Smart Charging Circuit Design** works to ensure your cranking battery voltage will not fall below 13.0VDC, thus, providing plenty of stand-by power to start your engine. The Stealth I DC also works to prevent "over-charging" of your trolling or aux. batteries by monitoring output voltage and then automatically switching to a float mode at 13.2 volts to maintain optimum charging. The life of the batteries will be longer due to the charging method. (*See Question & Answers at the end of the manual.*)

STEALTH I DC (BLACK UNIT) is 24 and 36 volt system only

FIGURE 1



WARNING

THIS UNIT HAS ONE GROUND ON IT. THE OTHER CONNECTORS ARE POSITIVE LEADS

STEP 1: RANGE TERMINALS

NOTE: If you are unsure what your system requirements are, check with your local marina, boat mechanic, or Stealth Customer Service. (1-888-588-4506)

The Stealth I DC already comes equipped for a 24VDC system.

To convert to 36VDC remove the range jumper as seen in (figure 1) (For 12 to 12 systems only) please call Tech Support 1-888-588-4506

STEP 2: COMPONENTS

- (4) Black Plastic Acorn Nuts
- (4) 1/4'' Nylon Spacers
- (4) 3/4'' Mounting Screw
- (1) Wiring Harness

*****NOTE *** WHEN LOOKING AT THE OPTIONS NOTICE ALL BATTERIES ARE COMMON GROUNDED ... THE MOST COMMON MISTAKE IS LEAVING THE GROUNDS OFF.**

NOTE: For Stealth I Pro or Stealth I Max Pack Pro

- (4) 3 1/2' Mounting Screws

TOOLS REQUIRED FOR INSTALLATION

Drill
Phillips Screw Driver
3/8 and 5/16 Nut Driver
Volt Meter (May Be Required) makes finding the 24 and 36 volt positive leads easiest.

STEP 3: INSTALLATION (FOR 12 TO 12 OR 48 VOLT INSTALLATION PLEASE CALL 1-888-588-4506)

1. Mount the Stealth I DC in an area that is least likely to be flooded or submerged. BE SURE and insert the one-quarter inch (1/4") nylon spacers between the bottom of the Stealth I DC and the mounting surface as seen in (Figure 2), unless mounted with the Stealth I AC as seen in (Figure 3) with (3 1/2") mounting screws. A vertical mounting position is preferred for both installs (Figure 2).

NOTE: The AC unit is generally mounted behind the DC unit and spacers are put behind the AC. The AC is molded with them in place, but it can be separated if space is limited or the DC was the only unit purchased as in figure 1.

Figure 2 DC UNIT ONLY.

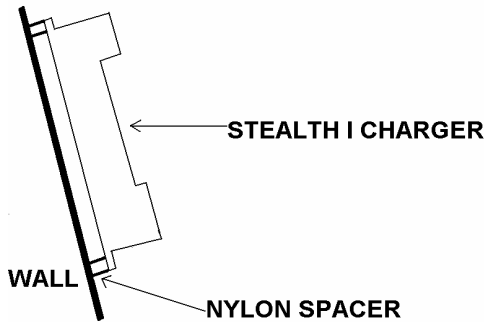
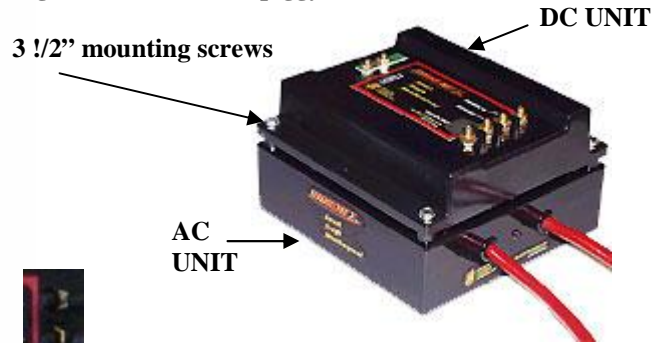


Figure 3 AC and DC piggyback



IMPORTANT REMINDERS:

BLACK PLASTIC ACORN NUTS: Be sure to put the acorn nuts over the four screws along the right side of the charger to prevent arcing.

GROUNDS CONNECTED PROPERLY: Be sure the ground is to the charger ground and to the crank battery negative post as the power input is to the positive post of the crank battery. And the other batteries must be common grounded. (See the grounds in the options)

TOGGLE SWITCH: Toggle switch should always be left on, unless the boat is going to be stored without 110 for several months at a time.

LED LIGHTS: When the green and red LED lights are on, it indicates that the Stealth I DC is working properly.

MAINTENANCE: The terminals and connections should be covered with white/clear grease or corrosion x (or a similar product), which protects against oxidation and corrosion.

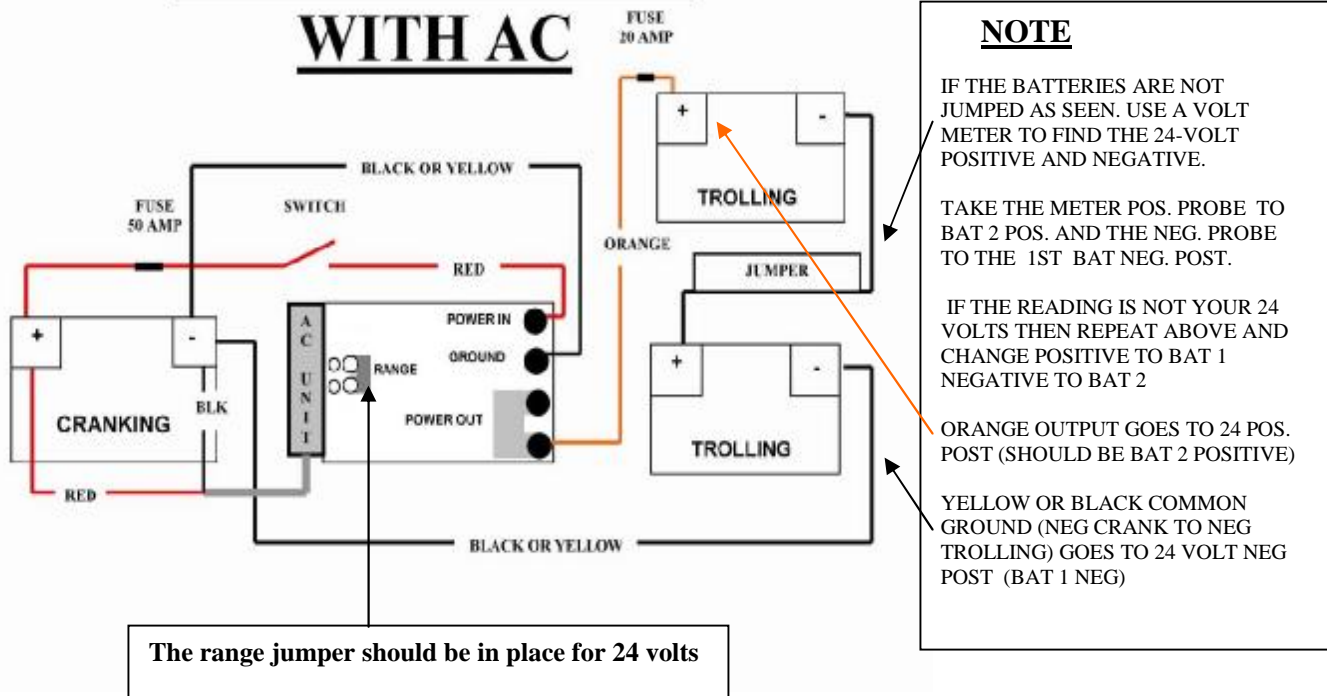
BATTERY MAINTENANCE: Periodically checking your trolling batteries is essential for achieving maximum performance from your batteries. At least once a month you should check your battery acid levels and follow your manufacturer's instructions for replenishing the same (For example, if electrolytes are low, you may add distilled water to some batteries if approved by the manufacturer). You should also periodically check your batteries for voltage and look for differences in voltage between your batteries. If there is more than a 2VDC difference between batteries, the affected battery should be professionally tested and/or replaced.

THE STEALTH I DIGITAL GAUGE COMPLETES THE FULL BATTERY MAINTENANCE PROGRAM STEALTH WAS DESIGNED TO BE. FOR INFO ON THE GAUGE CALL 888-588-4506.



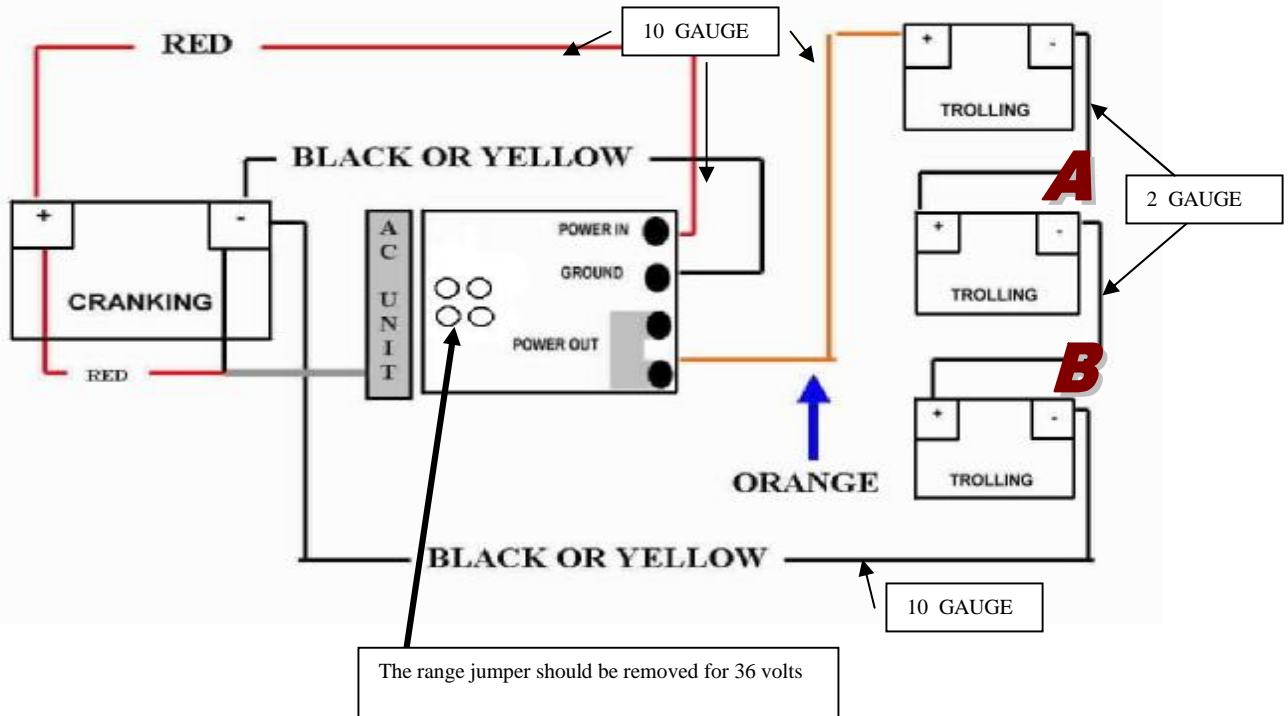
OPTION #1

24 VOLT SYSTEM WITH AC



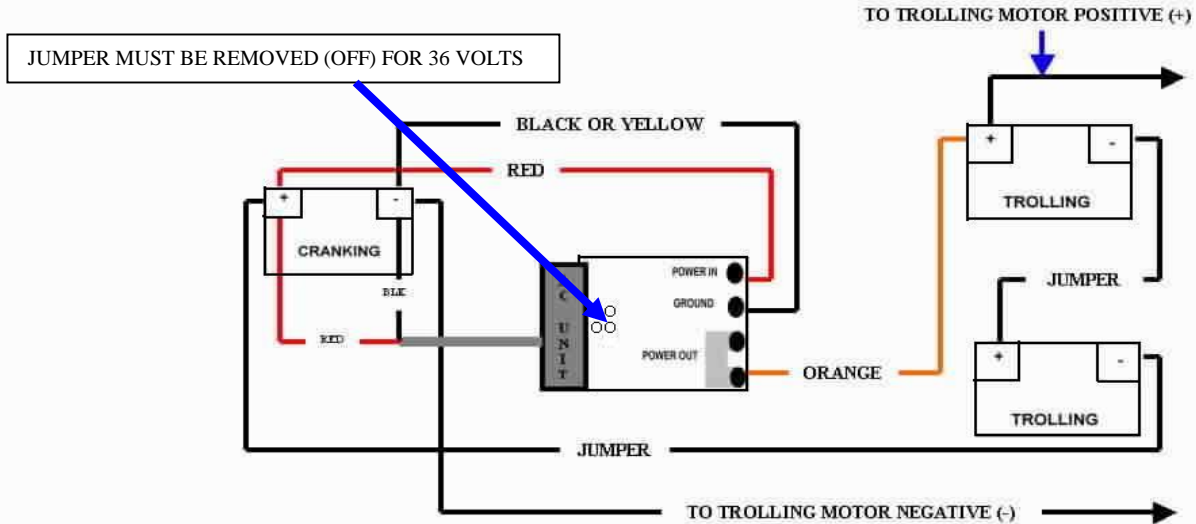
OPTION #2

36 VOLT SYSTEM WITH AC



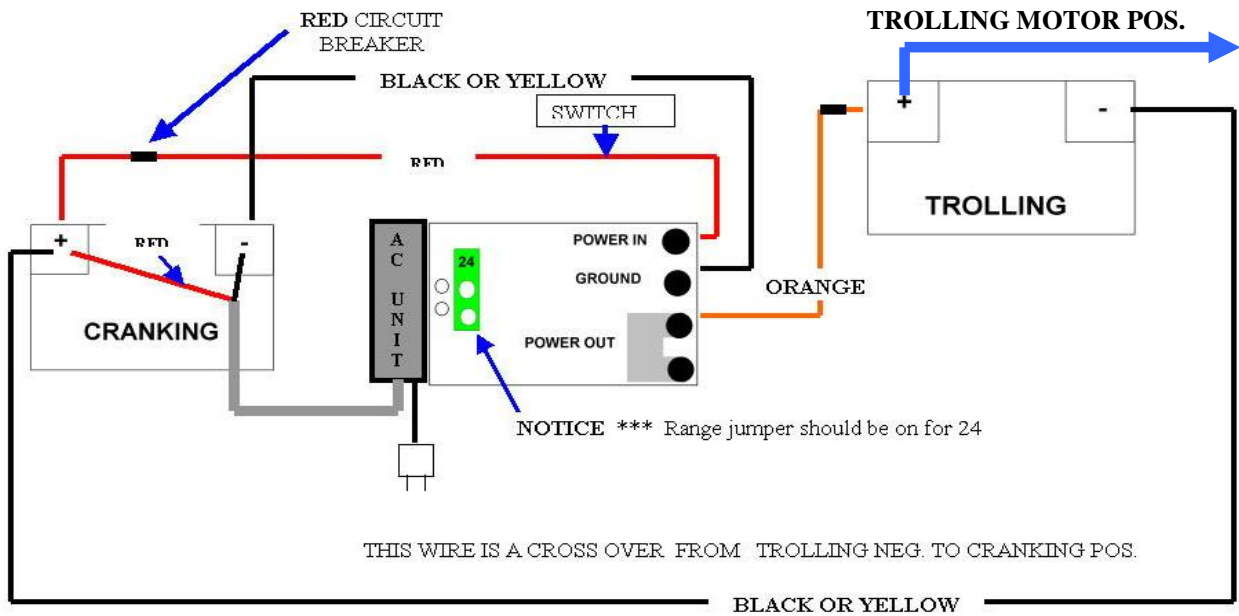
OPTION #3

36 VOLT SYSTEM (CRANKING IS INCLUDED)



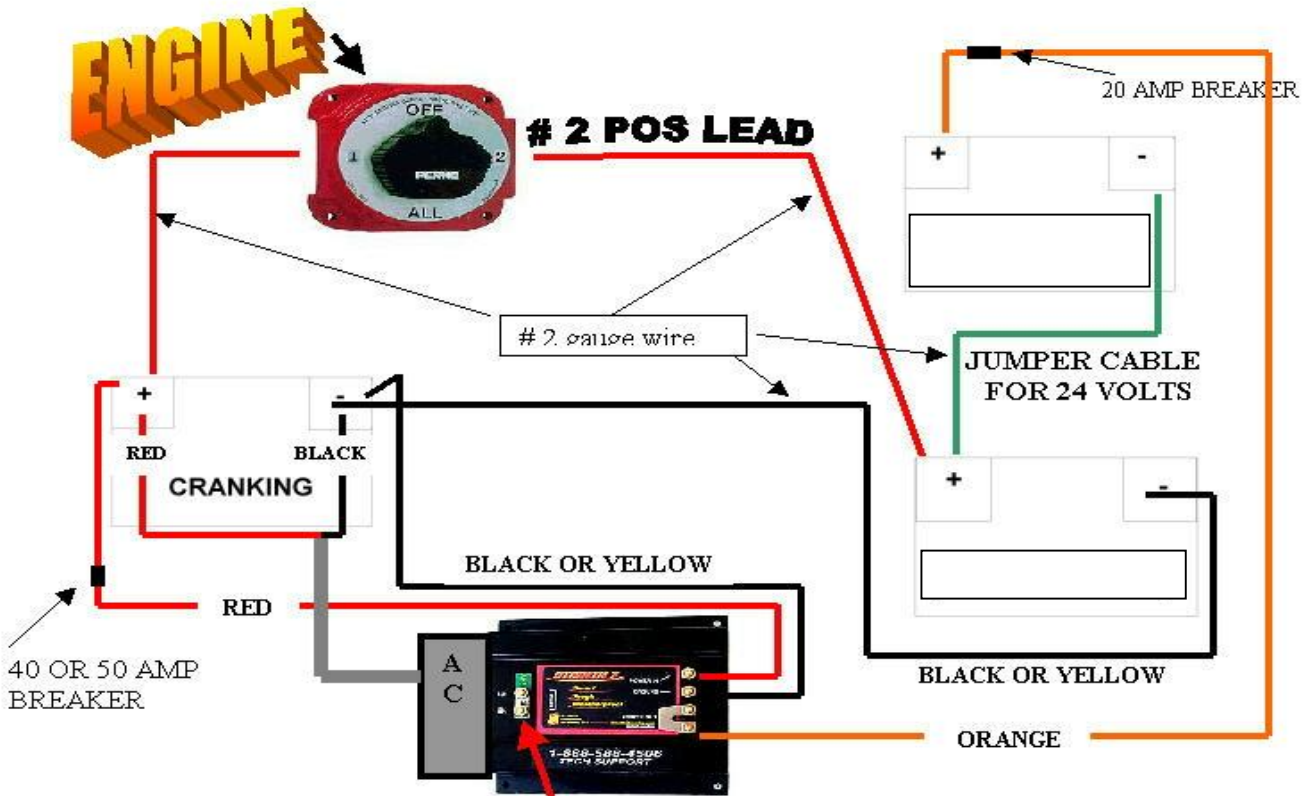
OPTION #4

24 TROLLING WITH AC USING BOTH TROLLING AND CRANKING



Option #5

24V SYSTEM WITH PERKO SWITCH SHARING BATTERY 2 ON 24 VOLT



NOTE: JUMPER WILL BE IN PLACE FOR 24 VOLTS
JUMPER WILL BE REMOVED FOR 36 VOLTS

NOTE

- *When charging with Shore power/AC 120 turn battery switch to (# 1) or (off) position.
- *When the boat is in operation battery switch should be in the (#1) one position if setup as power disconnect also, If not turn off.

With this (diagram/setup) the number 1 battery in the 24 or 36 volt bank becomes the number 2 cranking battery (**NOTE: THE NUMBER 1 BATTERY WILL ALWAYS BE THE NEGATIVE OF YOUR TROLLING CIRCUIT CALL TECH SUPPORT IF YOU ARE NOT SURE...THIS IS A MUST.... DON'T GUESS**) and for usage turn to (1 & 2 both, all) on the battery switch for **emergency starting**. Run 2 to 5 min. and back to 1 or off.

SEE THE 2 GAUGE STARTING CABLE GOING TO THE #1 BATTERY POSITIVE FROM THE SWITCH POSITION # 2 IN THE DIAGRAM LISTED (#2 POS LEAD on the Back of switch) ALSO THE GROUND GOING TO THE CRANKING BATTERY MUST BE 2 GAUGE FOR STARTING.

Other Diagrams are available 888-588-4506

Most **IMPORTANT**...Does It Work? YOU CAN KNOW IT!

Lets test it. After everything is hooked up as in the diagram for your application let's make sure everything works correctly.

1...If Stealth's voltmeter is attached to the output of the charger or the positive post of the trolling or aux batteries and is located in the console or for you to see. We can use Stealth's voltmeter for this test. If not you will need a digital voltmeter (it must be digital).

2...Now we disconnect the orange output cable from the output post of the charger (3/8's tap driver or socket...WARNING... DO NOT TRY TO USE A WRENCH. TOUCHING THE OTHER TERMINALS WILL CAUSE AN ARCH AND COULD CAUSE INJURY OR DAMAGE. THIS IS WHY THE BLACK NYLON COVERS SHOULD BE INSTALLED AS PICTURED ON PAGE 2). Or if easier, disconnect the orange cable from the positive battery post. Again whichever is easiest?

3...Now we have taken the battery load off of the charger.

(A) If you are using the Stealth voltmeter you take the lead (letter E At the gauge) from the output post or battery #2 OR #3 positive on the trolling or aux batteries and lay it to the side. It will be a small wire size (22 to 16). If this is your application, which is Stealth's preference for installation as pictured on (page 9), then go to step #4. Our gauge was designed for this purpose of maintenance. (Note if your gauge is installed in the bow you cannot use it for this test)

(B) If you are using a Digital voltmeter set it to DCV; 0 to 50 or the next voltage setting on the meter.

4...Now plug in the AC 110 portion of the Charger.

5...Now if you are using the Stealth voltmeter you take the lead in hand to use to check voltages. Hold to the input post labeled POWER IN beside the post (AS SEEN ON PAGE 1). Look at the meter allow it to settle and write down the voltage. It must be above 13 volts. If not allow it to charge the crank for few minutes then try again. Once you have reached 13 volts go to step 6.

If you are using a digital voltmeter then take the pos. and neg leads in hand. Now go to the power in and the ground for the reading. Results should be 13 or above.

6...Now if the results are 13 volts or above, Stealth meter users take the lead now to the power out post and write it down. Digital hand held takes the neg to the ground and the pos to the power out terminal and write it down.

We have now checked the in-put voltage the charger is monitoring and the out-put voltage the charger is monitoring. Specks should be 27.0 to 28.2 for 24-volt systems and 41.0 to 42.3 for 36-volt systems. If not or any questions please call Tech support @ 888-588-4506.

7...Now unplug the AC. Then hook the orange output cable back up to the charger or the battery Positive. After reconnecting the orange output, plug in the AC and verify that the trolling or aux batteries voltage is climbing at the batteries. Hand held meter (24 volt) battery #2 pos. to bat #1 neg. & (36 volt) bat #3 pos. to bat #1 neg. Stealth meter users hold to 24 or 36 volt battery #2 OR #3 positive. Again just verifying that the voltage is climbing. If it's climbing you are good to go. NOW YOU KNOW and If not PLEASE call tech support 888-588-4506

TROUBLESHOOTING GUIDE

DC UNIT

1. MY GREEN AND RED LIGHT DO NOT COME ON

Make sure the switch is on if it is in line. Check the breakers. Check the wiring diagram. (Power In to positive cranking, negative cranking to ground) If only one light is lit, your Stealth I DC is still working properly.

2. MY CRANKING BATTERY IS NOT CHARGING

Check the water level in your battery, put a load test on it to make sure it does not have a bad cell. Check the fuse on the Stealth I AC.

3. ONLY ONE OF MY TROLLING/AUX. BATTERIES IS CHARGING

Check your wiring diagram. Check your jumper tab on the left side of the Stealth I DC. It should be on for 24 volt system and off for 36 volt system. Load test the battery.

4. MY TROLLING/AUX. BATTERIES ARE NOT CHARGING

Make sure the switch is on. Make sure you have a red and green light on the Stealth I DC. Check the breakers. Make sure your batteries are jumped together. Check the wiring diagram. Do a load test on the batteries.

5. HOW CAN I CHECK THE OUTPUT ON THE UNIT

Disconnect the power out from the batteries. Put a voltmeter on the ground and power out on the Stealth I DC and you should get a reading between 27.5 – 28.2 Volts (24 Volt System) or 39 – 42 Volts (36 Volt System).

AC UNIT

1. I DO NOT GET A GREEN LIGHT SHOWING FULL CHARGE

Check the fuse. Check the water level in the batteries. Load test the batteries.

2. I DO NOT HAVE ANY LIGHTS ON

Make sure the Stealth I AC is plugged into AC power. Call tech support.

DIGITAL GAUGE

IF YOU DO NOT HAVE A STEALTH I DIGITAL GAUGE, CALL 1-888-588-4506 FOR A LOCATION NEAR YOU.

1. I AM NOT GETTING A READING ON MY GAUGE

Check your wiring diagram and make sure there are no loose connections.



IF THESE SOLUTIONS DO NOT WORK, PLEASE CALL OUR TECH SUPPORT NUMBER 1-888-588-4506.

WARRANTY: The Stealth I DC and Stealth I AC have a three year unlimited warranty. (Warranty registration card included)

For more information about the Stealth I Charging System, or if you have any questions or comments, contact us at:

Stealth Charging Systems LLC.
7428 Hixson Pike
Hixson, TN 37343

Toll Free 1-888-588-4506
Phone (423) 842-2772
Fax (423) 842-2784

E-Mail: StealthCharging@aol.com
www.stealthicharging.com

Manual for the Stealth I Digital Volt Gauge

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888-588-4506

Page 2

Specifications

Power supply: 9.5 to 16.0 VDC on screw terminal B

Measurement Range: 9.5 to 44.0 VDC on screw terminal E

Operating temperature: 32 to 122 F (0 to 50 C)

Size: 2.5" dia X 4.1" deep (61mm x 104 mm).

Accuracy: Better than 1% +/- 0.1 VDC front panel adjustable

Alarms: Independent High and Low Voltage Alarms - User settable 8.0 to 44.0 VDC

Display: 4 digit LCD, 5 levels of backlighting.

Output: 4800 Baud Serial Data; $\$IIXDR$ output once per second OR external alarm output (user selectable) on screw terminal C

Page 4

Introduction

The VF25 High Voltage Battery Monitor is powered from a 12V battery and accurately measures another battery for voltages between 9.5 and 44.0 VDC. You can set independent Low and High voltage alarms and continuously monitor the voltage at all times. When activated, the built-in 85 dB alarm will sound and the display will flash. Five levels of backlighting can be selected and all set-up, calibration constants and alarm values are saved to non-volatile memory. You can select to have either an external alarm output or standard NMEA 0183 compatible data output. If you select NMEA 0183, the voltage is output once per second as a 4800 BAUD serial data stream. This information can be sent to a computer for data logging or repeater at a remote location.

Page 3

Installation

Before starting the installation, please read this entire section first. Be sure to install the bulkhead gasket before you install the instrument. Finger tighten the screws that mount the instrument bracket - do not use tools.

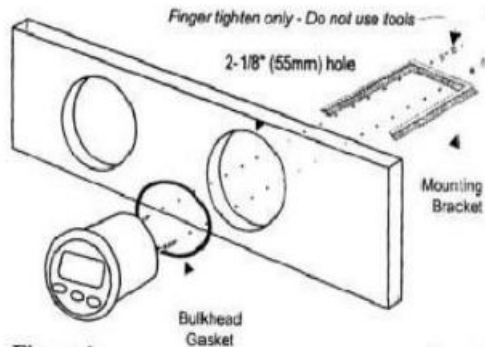


Figure 1

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Stealth recommends the D connection on the gauge be connected to the navigation switch.

Figure

- Drill a 2-1/8" (55mm) mounting hole where you desire to mount the instrument (Figure 1).
- Bring the wires out the mounting hole and make the connections to the screw terminal on the instrument case back as shown in Figure 2 and Figure 3.

WIRE TO THE CHARGER

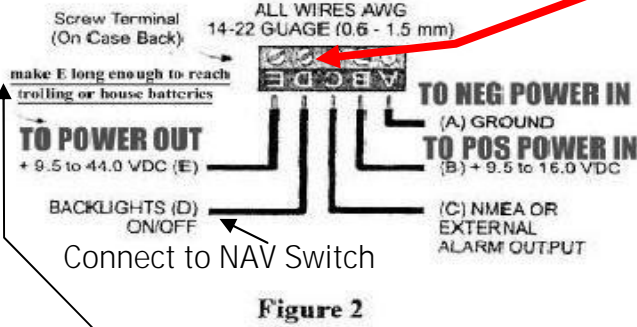


Figure 2

WIRE TO BATTERIES

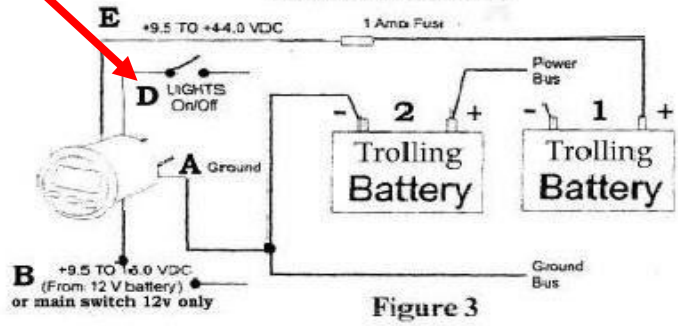


Figure 3

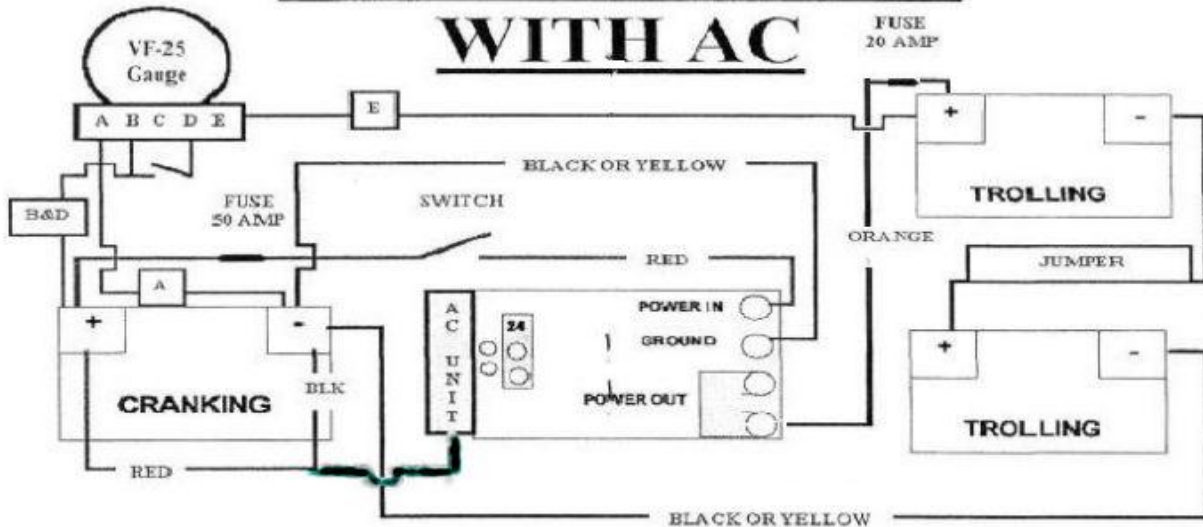
- Carefully check all your wiring against those shown in Figures 2 and 3. If everything is wired correctly you can mount the VF25 in the instrument hole. Be sure the bulkhead gasket is in place and use only finger tension to tighten the bracket hold-down nuts. Do not overtighten the bracket or you may damage the case - do not use tools to tighten the nuts.

Again leave enough wire from E to reach the charger and trolling or aux Batteries. Also if E is connected to the Stealth DC power out post put it on under the nylon nut for easy finger removal.

This gauge can be wired to read both cranking and trolling for instructions call tech support

FULL SYSTEM EXAMPLE




24 VOLT SYSTEM WITH AC





NOTE The gauge reads 9 to 44 volts by design to handle the 12, 24 and 36 volt systems. (E) Is the voltage reading lead and should go to the battery positive post you wish to read. (A) Is 12 vdc ground and (B) is 12 vdc positive and should be on a switch if you wish to turn the gauge off...on/off switch is optional. (D) Goes to NAV switch for the backlight.

Operation



Key Functions

The    keys are used to select what to display, backlights, calibrate volts, turn alarms on/off and set alarm values. New information is automatically saved to memory.

Turning Alarms ON/OFF





Press the  key 1/2 second to turn alarms ON. The alarm icon pointer will blink. Press the  key 1/2 second to turn the alarms OFF.

Backlight Intensity

Press the  key 1/2 second to adjust the backlight level for night-time viewing. Each time you press the  key 1/2 second, the level will get brighter 1,

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

Setting Low Volts Alarm

Press and hold the  key for ten (10) seconds. You will hear a beep and the Low Volts alarm value will be displayed. Use the  and  keys to set the desired alarm value. Press the  key for 1/2 second to save the Low Volts Alarm value to memory.

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Selecting NMEA 0183 or External Alarm Output

The monitor comes factory pre-set to output NMEA 0183 compatible serial data. If you do not need this feature or would rather have an external alarm output on screw terminal (C), do the following:


While viewing battery voltage, press and hold down both the  and  keys for 10 seconds (until you hear a long beep). This operation switches the output mode between NMEA 0183 and External Alarm. The new output mode is automatically saved to memory.

When the external alarm output is activated, a 5V signal (10 mA Max.) is output on screw terminal (C).

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



2, 3, 4, OFF, 1, 2, ... etc. Screw terminal pin (D) must be switched ON for the backlights to work.

Display Volts

Quick press the  key to display volts







Setting High Volts Alarm

Press and hold the  key for ten (10) seconds. You will hear a beep and the High Volts alarm value will be displayed. Use the  and  keys to set the desired alarm value. Press the  key for 1/2 second to save the High Volts Alarm value to memory.

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Calibrating the Instrument

The voltmeter can be calibrated at any time by using the front panel keys. To calibrate the voltmeter, press and hold down the  key for three seconds while applying power to the instrument. Use the  and  keys to make the displayed value read correctly. Press the  key to save the calibration data to memory.

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Warnings and Notes

1. Screw terminal (D) must be connected to 9.5 VDC minimum in order for the backlights to turn ON. If screw terminal (D) is not connected to at least 9.5 VDC the backlights will turn OFF. This provides remote control of the backlights.

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FREQUENTLY ASKED QUESTIONS ABOUT THE STEALTH CONTINUOUS CHARGING SYSTEM

Q. WHAT IS THE STEALTH SYSTEM?

A. THE STEALTH SYSTEM IS THE MOST ADVANCED, PATENTED, SOLID STATE BATTERY MAINTENANCE SYSTEM AVAILABLE ON TODAY'S MARKET.

Q. WHAT IS THE SYSTEMS FUNCTION?

A. THE STEALTH SYSTEM TAKES VARYING INPUTS OF VOLTAGE, WHETHER FROM A GENERATOR / ALTERNATOR, OR AN A/C POWER SOURCE, AND DELIVERS PURE OUTPUT POWER TO CHARGE AUXILIARY BATTERY BANKS SIMULTANEOUSLY, TO KEEP THEM AT MAXIMUM READINESS LEVELS.

Q. WHAT ARE OTHER ADVANTAGES OF THE SYSTEM?

A. FOR VARYING REASONS, THIS PATENTED CHARGING METHOD LETS THE BATTERIES ABSORB THE CHARGE LIKE A 'SPONGE' INSTEAD OF HAVING THE CHARGE 'RAMMED' INTO THE BATTERIES. THE INTERACTION BETWEEN THE STEALTH CHARGING SYSTEM AND THE BATTERIES KEEPS THE BATTERIES 'HEALTHIER', AND MORE CONSISTENTLY CHARGED. THIS LENDS ITSELF TO EXTENDING THE BATTERY'S LIFE SIGNIFICANTLY.

Q. WHY WAS THE STEALTH SYSTEM CREATED?

A. THERE WAS A DEMAND IN THE BASS FISHING INDUSTRY TO BE ABLE TO KEEP AUXILIARY (TROLLING MOTOR) BATTERIES CHARGED IN EXTREME DEMAND CONDITIONS, TO EXTEND FISHING TIME. THE AUXILIARY BATTERIES ARE CONTINUOUSLY CHARGED USING THE 'HOST' VEHICLES ELECTRICAL GENERATION SYSTEM. THE SYSTEM CAN EVEN CHARGE WHILE THE BOAT IS IN TOW USING THE VEHICLES POWER OUTPUT

QUESTIONS AND ANSWERS CONTINUED

Q. HAS THIS SYSTEM PROVEN TO BE EFFECTIVE?

A. YES. ASK THE PROS WHO CURRENTLY HAVE THE STEALTH SYSTEM ON THEIR BOATS. OFTEN TIMES THE ADVANTAGES THE STEALTH SYSTEM PROVIDES WILL BE THE 'WINNING EDGE' NEEDED BY EXTENDING PRODUCTIVE FISHING TIME. MAGAZINES SUCH AS (POWER BOATS, BASS & WALLEYE, BASS, BOAT & TRAILER) AND MANY MORE HAVE WRITTEN ABOUT THE TECHNOLOGY. AWARDS, INTERVIEWS, SHOWS, AND RETAILERS SUCH AS BASS PRO, CABELAS, AND MANY DEALERS STOCK THE PRODUCT. OEMS ALSO ARE INSTALLING THEM AT THE FACTORY NOW SO ASK YOUR REP.

Q. WHAT IS THE STEALTH A/C?

A. FISHERMAN KNEW THAT ALTHOUGH THEY MIGHT NOT NEED TO CHARGE THEIR BATTERIES, WITH AN A/C UNIT NEARLY AS FREQUENTLY AS IN THE PAST, THEY WANTED THE OPTION TO DO SO READILY AVAILABLE. SO WE CREATED THE STEALTH A/C.

Q. HOW DOES THE STEALTH A/C ATTACH?

A. THE STEALTH A/C UNIT WILL MOUNT ON ANY STEALTH I D/C UNIT, WITH THE PROPER BOLTS AND SPACERS. THE STEALTH A/C UNIT MOUNTS IN A 'PIGGY BACK' MANNER, TO FORM THE STEALTH MAX-PAK. THE MAX-PAK NOW PROVIDES ALL YOU WILL EVER NEED IN AN 'ON BOARD' CHARGING SYSTEM, SINCE IT PROVIDES A/C PLUG IN CAPABILITY TO COMPLIMENT THE STEALTH D/C UNIT AND VOLTAGE GAUGE.

Q. ARE THEIR OTHER ADVANTAGES TO USING THE STEALTH SYSTEM?

A. YES. SINCE THE STEALTH SYSTEM CAN TAKE VARYING INPUTS OF D/C CURRENT, AND GIVE A CONSTANT D/C OUTPUT VOLTAGE AT CONSISTENT EFFICIENCY LEVELS NEVER BEFORE OBTAINED, THIS ALLOWS A BOAT OWNER TO CONSIDER THE USE OF OTHER SOURCES OF INCONSISTENT D/C POWER INPUT. SUCH AS SOLAR, WIND, OR WATER POWER GENERATORS AND THE TOW PACKAGE

QUESTIONS AND ANSWERS CONTINUED

A. (CONTD)

THIS COULD INCLUDE SUCH THINGS AS SOLAR PANELS FOR EXAMPLE. THE ABILITY TO BE PAIRED WITH THE STEALTH A/C UNIT ASSURES THE BOAT OWNER THAT HE IS ALWAYS "GOOD TO GO".

Q. IT APPEARS THAT THE SYSTEM WOULD ALLOW FOR MANY OTHER POTENTIAL APPLICATIONS. IS THIS TRUE?

A. YES. IN FACT THE DEVELOPEMENT OF THE STEALTH MAX-PAK OPENS DOORS FOR APPLICATIONS TO LARGER BOATS, BOTH PLEASURE AND COMMERCIAL, WHERE A 'BANK' OF AUXILIARY BATTERIES, 'OR HOUSE BATTERIES', CAN REMAIN CONSISTENTLY CHARGED FOR SUCH USES AS RUNNING LIGHTS, RADIOS, G. P. S. SYSTEMS, SONAR, AND OTHER SOPHISTICATED ELECTRONIC EQUIPMENT. THE STARTING BATTERY

REMAINS ISOLATED WITH THE STEALTH SYSTEM AND THEREFORE DOES NOT RUN DOWN. AN ADDITONAL ADVANTAGE WITH THE STEALTH SYSTEM IS THAT IT ALLOWS FOR THE USE OF AN AUXILIARY BATTERY TO BE USED AS A STARTING BATTERY, IN THE EVENT OF A STARTING BATTERY FAILURE.

Q. WHAT ARE SOME OTHER POTENTIAL APPLICATIONS FOR THE STEALTH SYSTEM?

A. THE STEALTH MAX -PAK, FOR EXAMPLE, WOULD ALLOW GOLF CART OWNERS TO BE INDEPENDENT. THE LIGHT WEIGHT STEALTH SYSTEM WOULD ALLOW A GOLF CART TO PULL UP TO ANY 110V A/C OUTLET, WHERE EVER IT IS, AND CHARGE UP. OR THE SOLAR PANEL PACK WHICH WOULD HANDLE 90% TO 100% OF THE CHARGE BACK. R&D HAS PROVEN THIS KIND OF EFFICIENCIES IN THE STEALTH TECHNOLOGY. SO YOU CAN SEE ANY PLACE THERE IS MORE THAN ONE BATTERY STEALTH APPLIES BECAUSE THE POWER INPUT CAN COME FROM ANY WHERE

Also the Tow Package is available

40 amps while towing.

Easy install Harness

Make AC take a backseat

No hassle battery charging (just go fish)

Who cares whether I can get to an outlet

And again on the run charging (just drive)

**Call and ask about your
system...**

888-588-4506