



PRO Charging Systems

Eagle Performance Series Battery Charger

Club Car Processor By-Pass / Control-Wire Instructions

Your Club Car has an On-Board Computer (OBC) which controls the Club Car power supply. The Club Car profile is designed to charge the cart's batteries; however, we highly recommend that our *DeltaVolt* charge profile be used instead. In our opinion, the superior profile provided by *DeltaVolt* will promote higher specific gravity levels for the batteries which will result in more range and longer battery life. **Our DeltaVolt profile has been tested and approved by many domestic and foreign battery manufacturers specifically for golf cart applications.**



In order to use our *DeltaVolt* profile, the OBC must be bypassed during charging. The procedure to by-pass the Club Car's OBC is simple and will take very little time to implement.

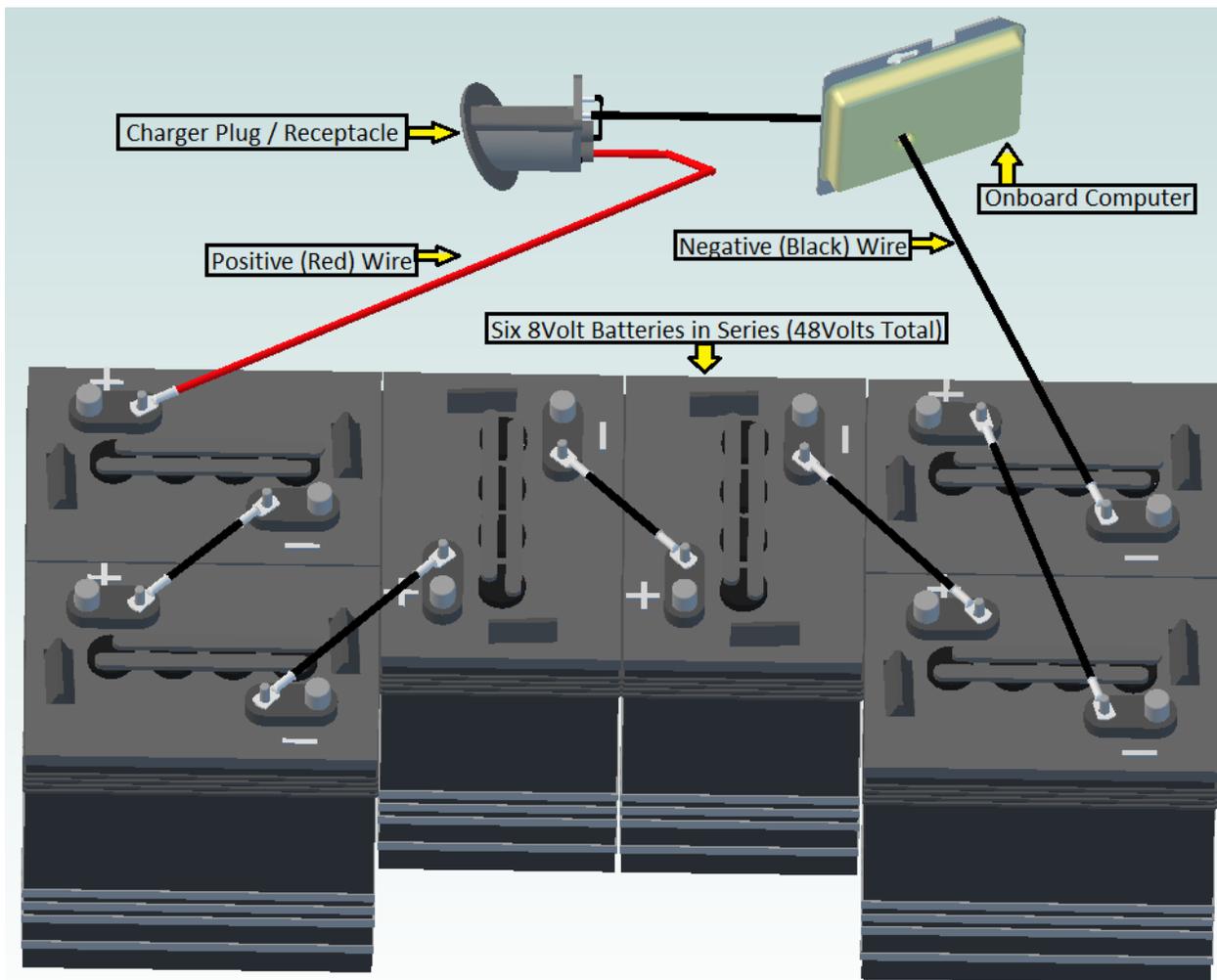
The diagrams and figures on the following pages will provide multiple visual aids of your Club Car's battery arrangement and will illustrate the only wiring required to by-pass the OBC. There are three methods in this booklet that you can follow to by-pass the OBC. In addition to the visual representations, a video of the by-pass is in production now. We will add a link to the video soon.

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Battery pack for a Club Car. Six 8 volt batteries connected in series.

Battery Layout and By-Pass / Control-Wire

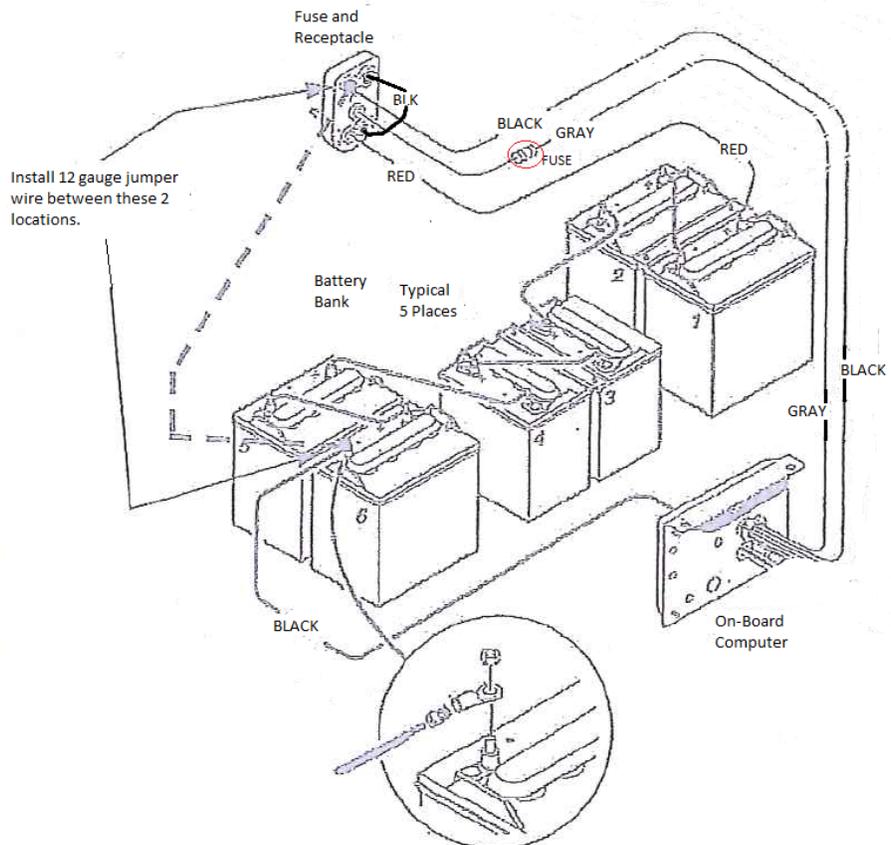
By following the directions below, you will establish the proper connection for the Eagle Performance Series charger. This instruction (*Battery Layout and By-Pass / Control-Wire*) is text communicated with some visual. For other alternatives, please see the Table of Contents.

Required components:

1. Locate the negative wire on the backside of the Club Car's charger receptacle on the golf cart.
2. The supplied 12-gauge By-Pass / Control-Wire wire will extend between the receptacle and the batteries.

You only need to connect one end of the supplied 12-gauge (By-Pass / Control-Wire) wire onto the Club Car's charger plug receptacle. Loosen the nut on the negative side of the fuse on the back side of the plug as shown below. Slip on the small connector of the By-Pass / Control-Wire followed by retightening the nut. Then connect the other end of the wire to the negative terminal post of the rear most battery on the driver's side of the cart by loosening the nut on the battery terminal as shown. Slip on the larger connector to this battery's terminal and retighten the nut. Now your charger is set to charge the golf cart's batteries using the Wet/AGM *DeltaVolt* profile.

This diagram is also available in the back of this booklet.

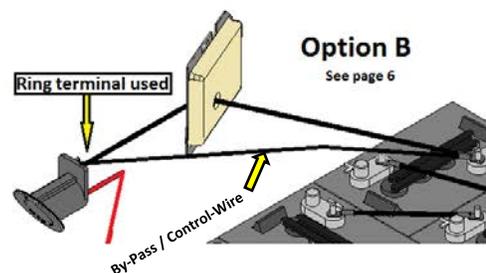
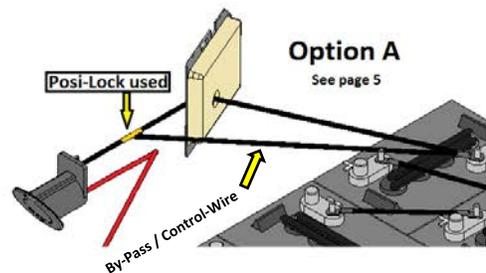
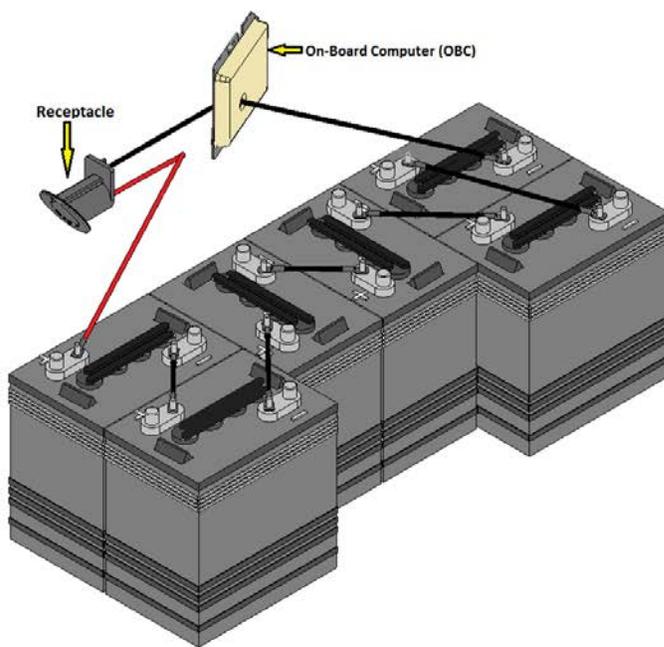


When using IMC P/N 618, Charger Plug, 48V Club Car, 95-UP, a 12 gauge jumper wire must be installed as shown in the wiring diagram above. Also, the POS and NEG plug connections are shown below (prongs facing you).

3D Models with By-Pass / Control-Wire or Posi-Lock

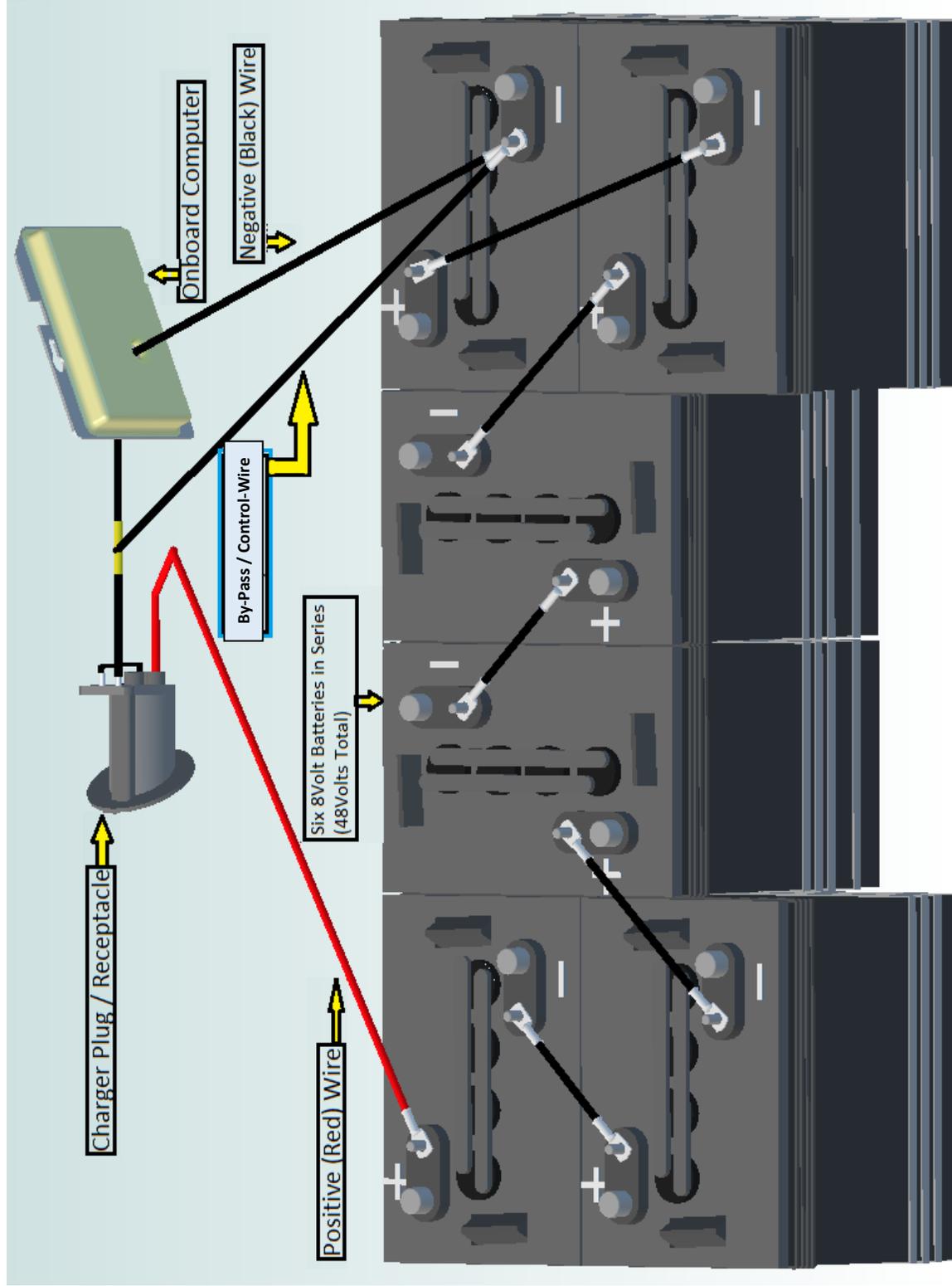
By following the directions below, you will establish the proper connection for the Eagle Performance Series charger. This instruction (3D Model with By-Pass / Control-Wire or Posi-Lock) is structured around CADD models – mostly visual with some instruction. For other alternatives, please see the Table of Contents.

There are two options to by-pass the OBC. **Option A** utilizes a Posi-Lock between the receptacle and OBC while **Option B** connects the ring terminal on the receptacle as instructed in *Battery Layout and Jumper*.



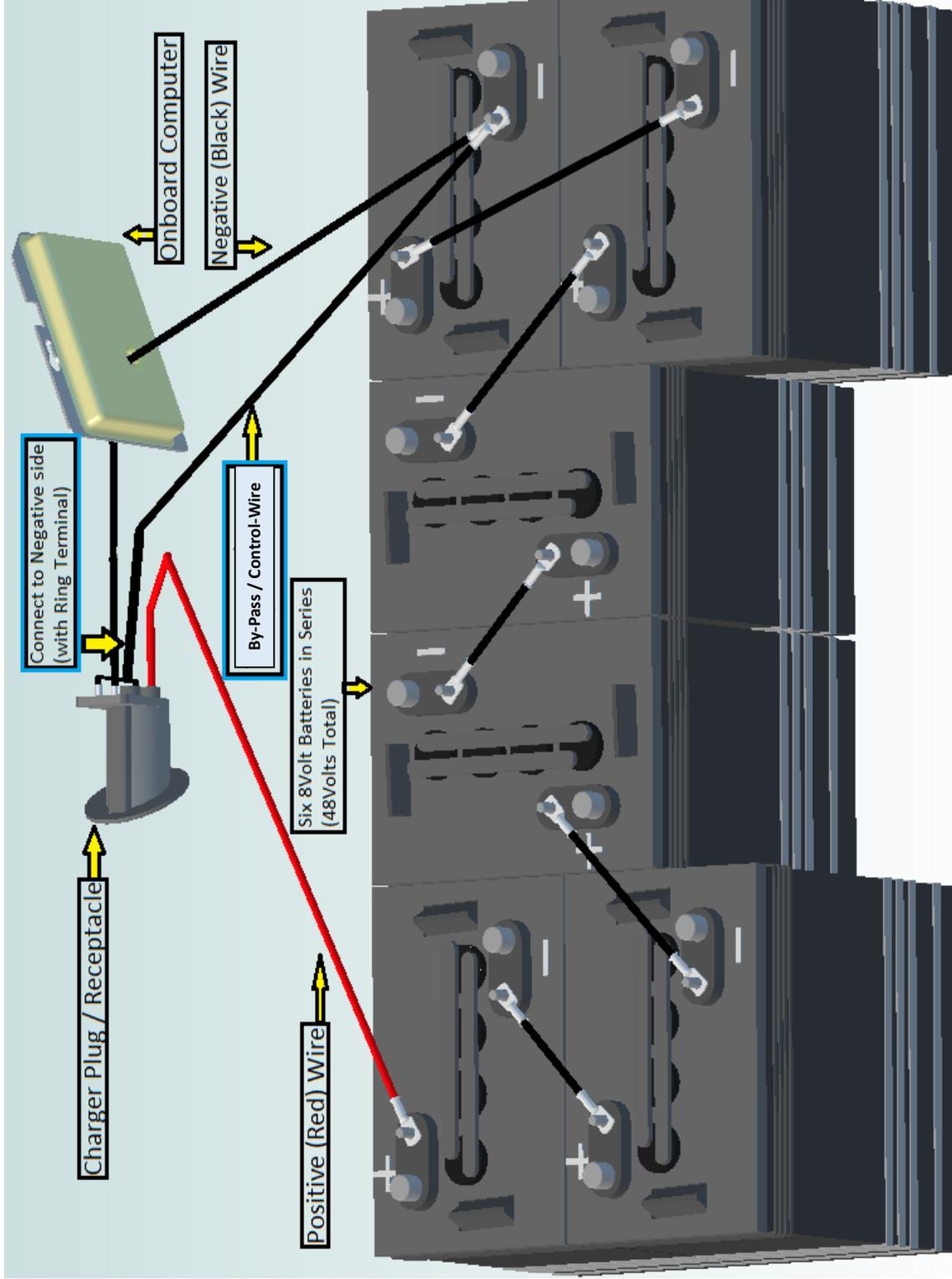
Please, continue for more information on **Option A** and **Option B** in the following pages (5-6). These diagrams can also be found in the back of this booklet.

Option A



Option A uses the Posi-Lock method. To attach the Posi-Lock, cut the ground (black) wire between the receptacle and the OBC. Attach one end of the Posi-Lock to the ground wire coming from the receptacle. Attach the other end of the Posi-Lock to the 12-gauge by-pass wire. The 12-gauge By-Pass / Control-Wire's free end should be connected to the ground of the battery pack. (This method is also explained in the *By-Pass / Control-Wire with Posi-Lock* section of this booklet).

Option B



Option B uses the jumper method. Connect the supplied 12-gauge By-Pass / Control-Wire between the receptacle and the ground of the battery pack. While this method is desired for its ease of modification, some Club Cars do not have the ring terminal on their receptacles. (This method is also explained in the *Battery Layout and By-Pass / Control-Wire* section of this booklet).

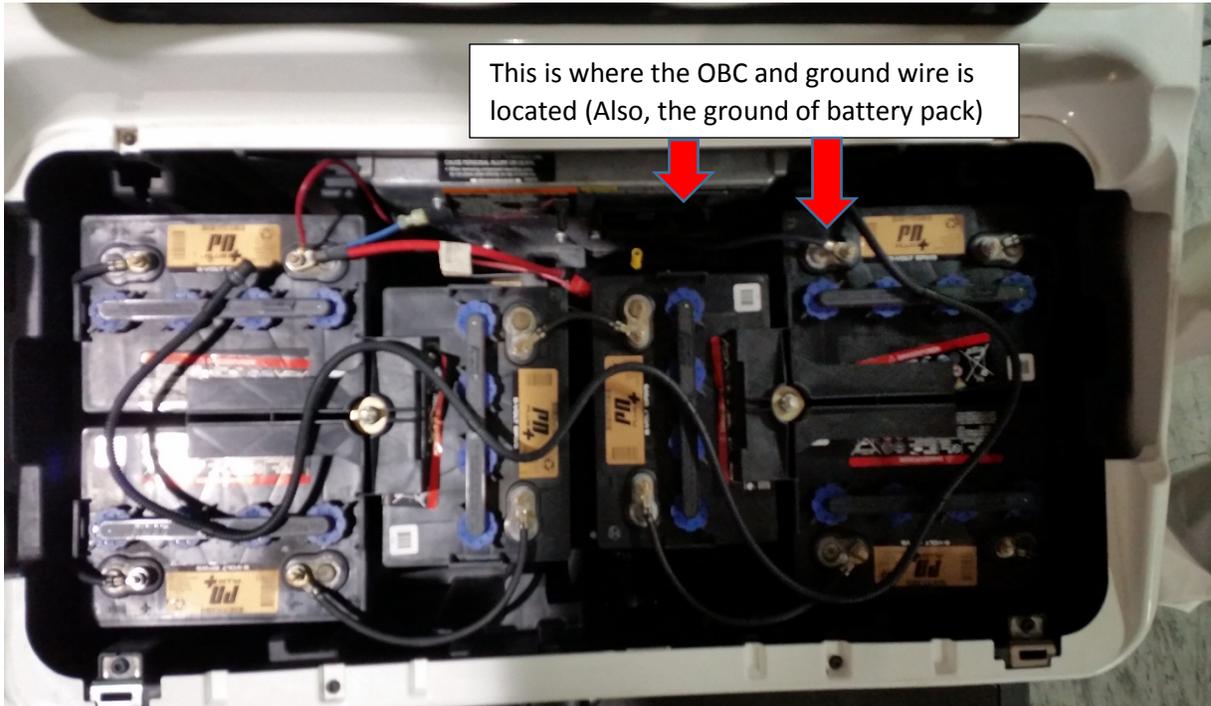
By-Pass / Control-Wire with Posi-Lock

By following the directions below, you will establish the proper connection for the Eagle Performance Series charger. This instruction (By-Pass / Control-Wire with Posi-Lock) is an in-depth look into how to by-pass your Club Car – most thorough method. For other alternatives, please see the Table of Contents.

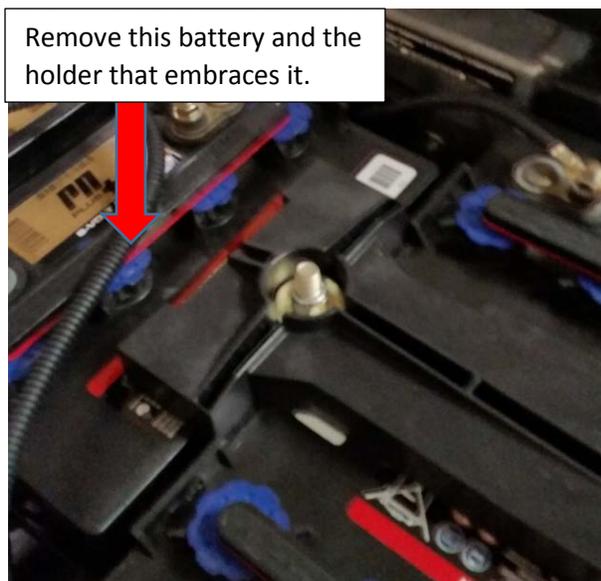
This is a step by step instruction on how to by-pass your OBC. Variations may be present. We are in process of filming an instructional video now. As soon as it is available, we will update this page with a link.



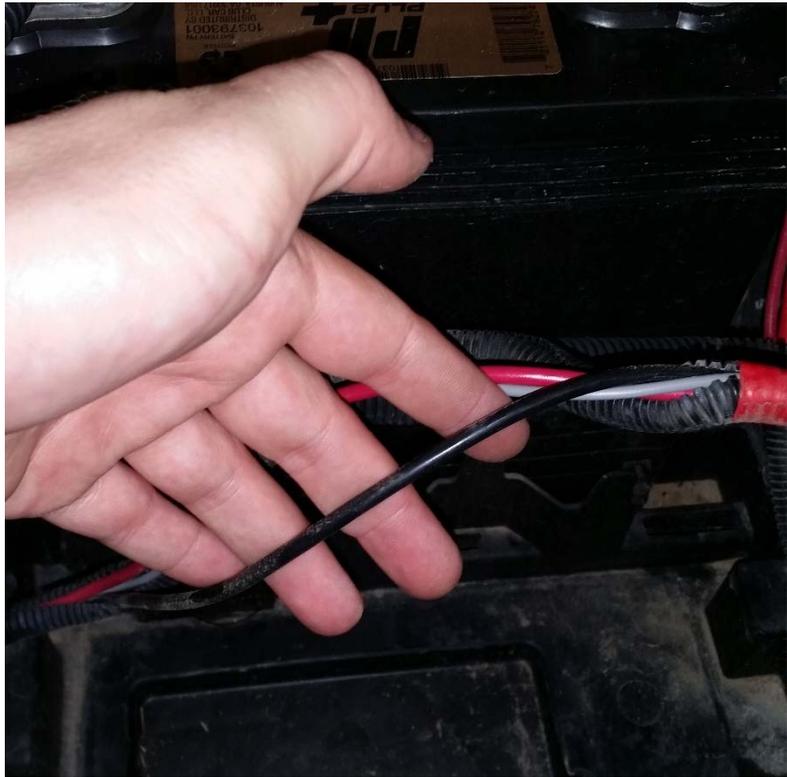
Step 1: To by-pass the OCB, you will need to first turn the key off and remove the seat. Locate the receptacle, OBC and the ground cable as these will be the main focus of the by-pass. Below is a picture of what you will see once the seat has been taken off.



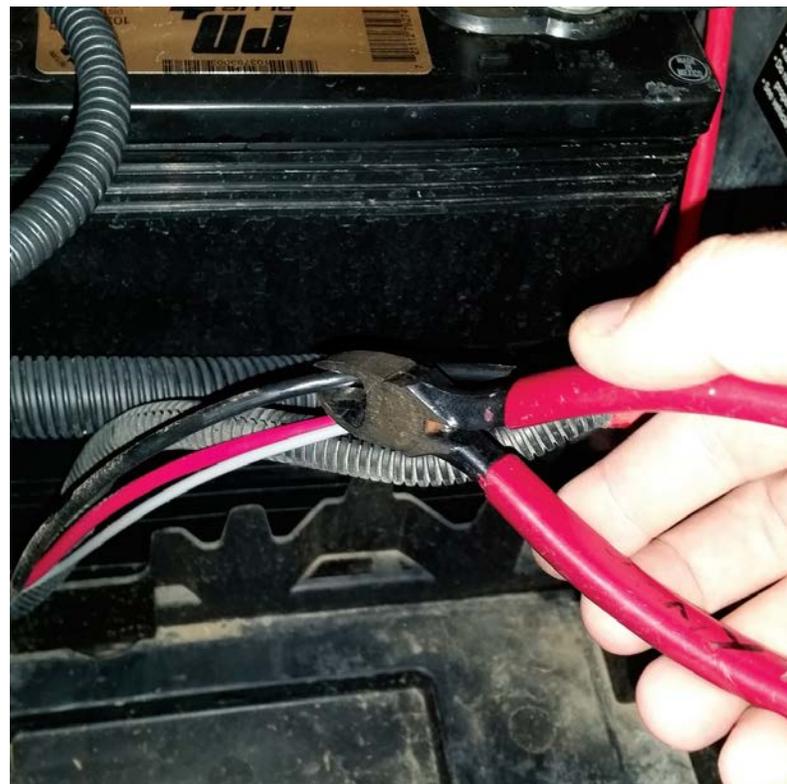
Step 2: Unscrew the battery holder and take the cables off of the middle right battery (looking from the front of the cart). See photos.



Step 3: Remove the battery and find the cable assembly. The assembly will include three colored wires: black, grey and red. We will be concentrating on the black wire for the by-pass.



Once you have found the black wire, cut the black wire. (Confirm that this is the wire between the OBC and the receptacle. A quick check to see if this black wire does indeed go to the receptacle will ensure a correct cut).



Step 4: Once the wire is cut, strip back the insulation of the black wire that comes from the receptacle. Again, trace the wire back to the receptacle to ensure the correct wire is being stripped. Attach a Posi-Lock to the stripped wire. As for the other end of the black wire (not used), crimp/close off the wire for protection.



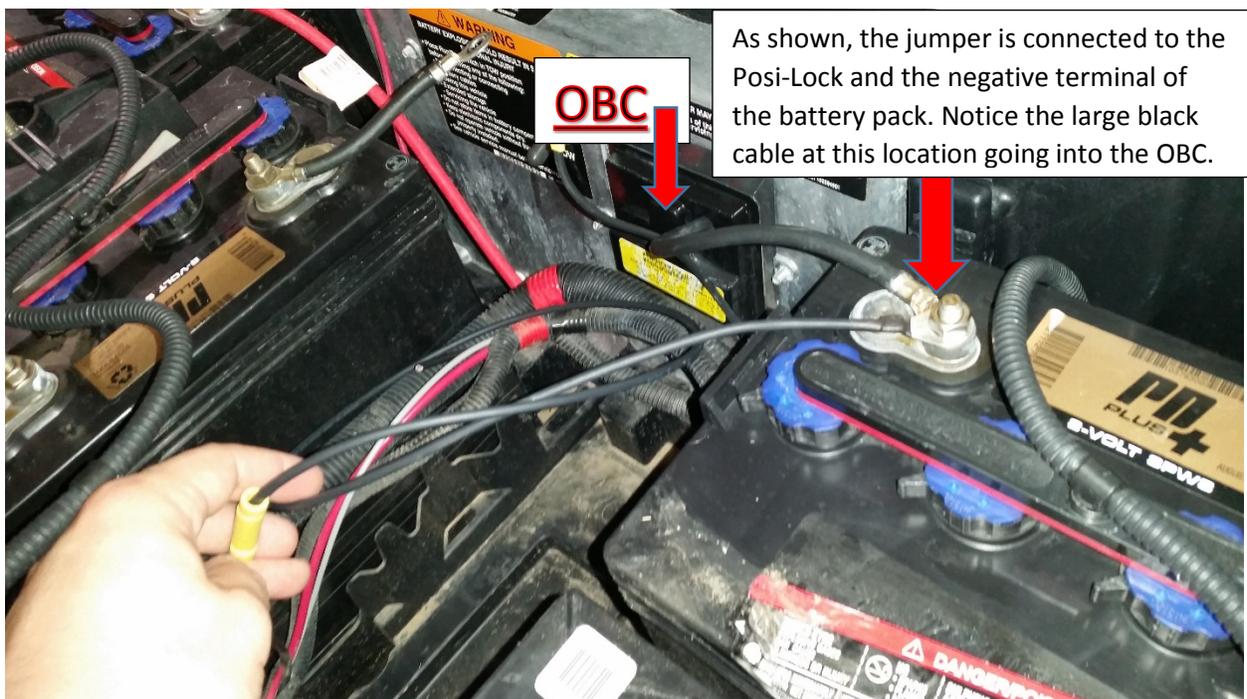
Place the first piece of the Posi-Lock on the wire and then the second. Screw the Posi-Lock in place and confirm a secure fit.



Step 5: Connect the 12-gauge By-Pass / Control-Wire to the Posi-Lock. Then connect the other side of the jumper to the negative post of the battery pack (*not to be confused with any battery, but the entire pack...see photos –most back right, under driver side–*)



Make sure the Posi-Lock is tight. Check and recheck to ensure it is snug. No bare wires should be visible.



Step 6: Place the wires in an out-of-the-way location to allow for the removed battery to be placed back in the pack with ease. Place the battery back in its location and connect the wires appropriately. Replace the battery holder and make positive a snug fit. Run a test drive and a test charge.

