



Time Tested • Time Proven

855476-11 06.23

# Remote Battery Disconnect

part number 766

## Installation Instructions

All specifications are subject to change without notice.

ROADMASTER, Inc. 6110 NE 127th Ave. Vancouver, WA 98682 800-669-9690 Fax: 360-735-9300 www.roadmasterinc.com

*Note: Do not use this product on vehicles with diesel engines, as they draw too much current and will cause non-warranty failure of the solenoid – use the 767 Manual Battery Disconnect instead.*

### CAUTION

Not for use with all vehicles. Intended only for use on vehicles whose batteries must be disconnected for towing, as per the owner's manual.

Failure to verify the safety of disconnecting the battery cables or failure to follow the owner's manual instructions for towing may cause non-warranty damage to the vehicle's components.

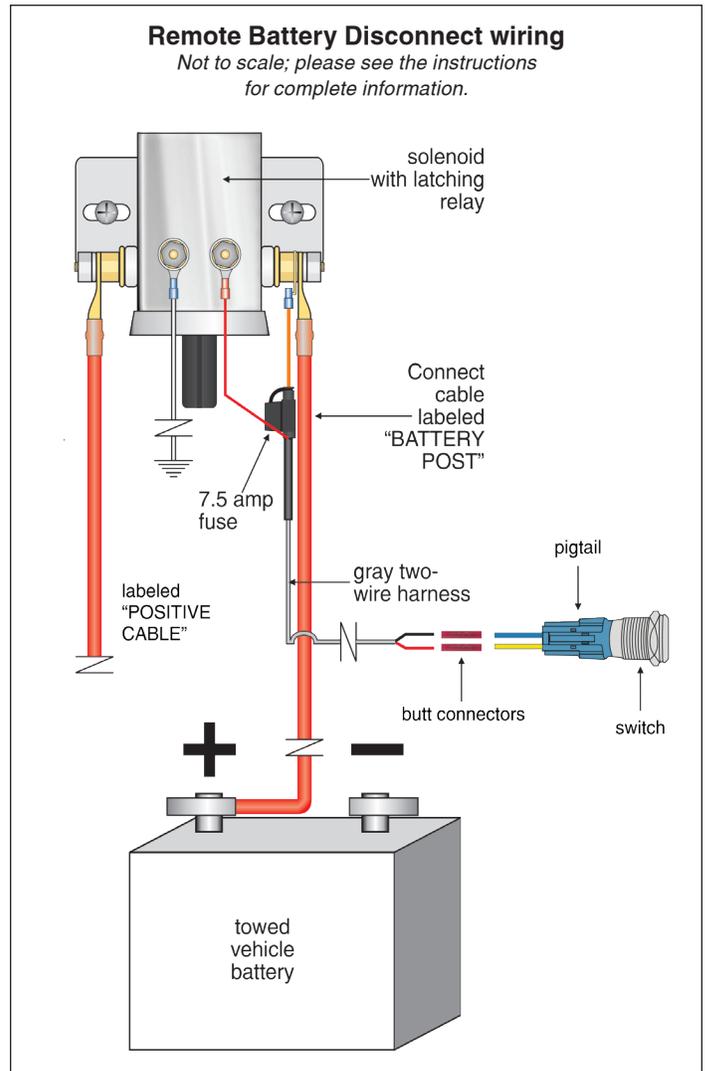
It is the owner's responsibility to make certain that the battery cable can be safely disconnected for towing, and that all instructions in the vehicle owner's manual regarding towing are followed.

### CAUTION

The Remote Battery Disconnect is a convenient way to disconnect the vehicle's battery; however, disconnecting a vehicle's battery will affect the vehicle's electronics –

- You may need to reset dashboard presets, such as radio presets or seat and brake pedal presets.
- You may need to re-wire aftermarket electrical accessories, such as supplemental braking systems.
- Vehicles equipped with a Roadmaster braking system will require a brake light switch connected to the positive post on the vehicle's battery. Otherwise, the motorhome monitor will not indicate braking activity. Severe damage to the towed vehicle's brakes may result.

*continued on next page*



## IMPORTANT NOTICE!

### Safety Definitions

These instructions contain information that is very important to know and understand. This information is provided for safety and to prevent equipment problems. To help recognize this information, observe the following symbols:



### WARNING

WARNING indicates a potentially hazardous situation which, if not avoided, could result in property damage, serious personal injury, or even death.



### CAUTION

CAUTION indicates a potentially hazardous situation which, if not avoided, may result in property damage, or minor or moderate personal injury.

### CAUTION

CAUTION used without the safety alert symbol indicates a potentially hazardous situation which, if not avoided, may result in property damage.

### NOTE

*Refers to important information and is placed in italic type. It is recommended that you take special notice of these items.*

## Installation

1. Follow the vehicle manufacturer's instructions to disconnect the negative battery cable.

2. Choose a mounting location for the solenoid (Figure 1) inside the engine compartment. This mounting location must meet the following conditions:

- The mounting point must have a surface of sufficient strength to hold the solenoid firmly in place.
- There are two cables attached to the solenoid. The end of the cable labeled "BATTERY POST" must be within reach of the vehicle's positive battery post.
- The solenoid will be attached with the two included bolts and nuts. Make certain that the bolts will not damage any components on the other side.
- The solenoid must be grounded by using the provided white ground wire. Make certain a good ground is available within two feet of the solenoid.
- The solenoid must be mounted in a location where it is protected from direct road spray.
- The black tip of the solenoid **MUST** be pointed downward.

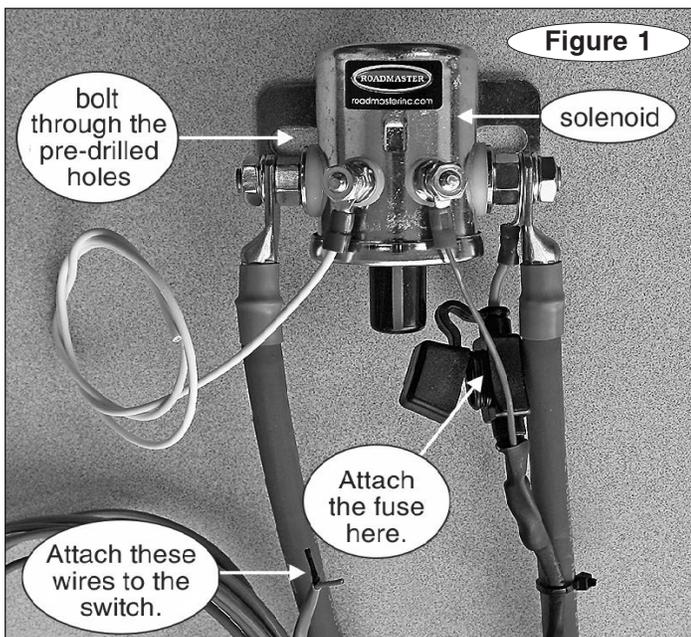
3. Position the solenoid at the mounting location you have chosen. Drill two ¼" holes for the bolts through the pre-drilled holes (Figure 1) and attach the solenoid.

Also attach the white ground wire to any good chassis ground with the included ring terminal and self-tapping screw.

If the cables must be rotated on the solenoid post, then **FOLLOW THESE INSTRUCTIONS CAREFULLY!** Put a wrench on the inside nut and use it to hold the inside nut in position. Now, loosen the outside nut with a wrench, reposition the cable and retighten while carefully holding the inside nut in position. Rotating the inside nut **WILL CAUSE NON-WARRANTY FAILURE** of the solenoid.

### CAUTION

**You WILL destroy the solenoid unless you hold the inside nut stationary and ONLY rotate the outside nut. This damage will not be covered by warranty.**



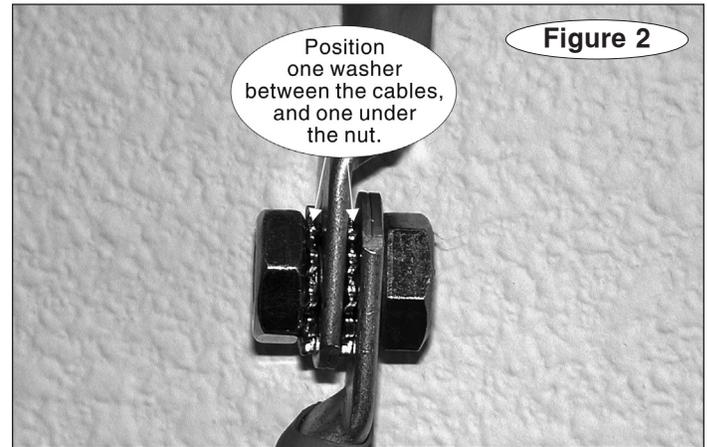
4. Disconnect the positive cable from the battery. Attach the cable labeled "BATTERY POST" to the positive terminal on the battery.

*Note: If a stop light switch or other accessory must be energized while towing, make sure to connect the accessory to the positive side of the battery. DO NOT CONNECT ANY ACCESSORIES TO THE SOLENOID.*

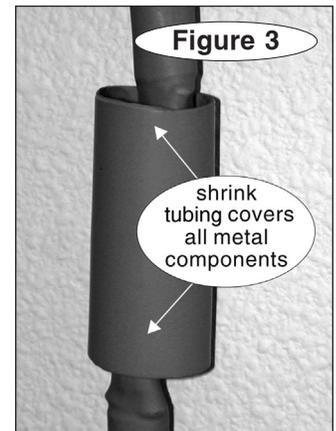
5. Slide the provided section of shrink tubing (Figure 2) over the cable labeled "POSITIVE CABLE." Then attach this cable to the positive cable you just removed from the battery: align the two ends of the cables so they match. Connect the two cables together as shown in Figure 2.

*Note: It is imperative that the star washers are positioned as shown.*

*Note: If the end of the vehicle's battery cable has a diameter smaller than 5/16", use a 5/16" drill to enlarge it.*



6. Slide the shrink tubing over the connection as shown in Figure 3. Be certain no metal is exposed. Seal the shrink tubing with a heat gun or similar device.



### CAUTION

**Make certain that no metal is exposed on either side of the shrink tubing. If metal is exposed, a short circuit may cause an electrical fire, which may result in severe damage to the vehicle.**

7. Attach the provided protective loom to both cables.

### CAUTION

**In order to prevent damage from a short circuit, cover both cables with the included protective loom. If the cables are not covered, a short circuit may cause an electrical fire, which may result in severe damage to the vehicle.**

*Note: Roadmaster recommends using an anti-corrosion battery terminal spray on all exposed connections.*

*continued from preceding page*

8. Look for a mounting surface for the switch (Figure 4) inside the passenger compartment. This mounting surface must meet the following conditions:

- Choose a location where the switch will not be turned on or off accidentally, but where it will be accessible.
- There must be enough space for the switch and pigtail.
- You will remove the mounting nut to install the switch. You must be able to reach behind the switch to reattach it.
- There must not be any metal, wiring or electrical components directly behind the mounting location.
- Since the harness is 10 feet long, find a location within 10 feet of the solenoid.

9. Route the two-wire harness from the solenoid to the location you have chosen for the switch. Cut the harness to length. Then, using the schematic on page 1 as a guide, attach the wiring harness to the pigtail using the two red butt connectors.

 **WARNING**

**Route the wiring harness to avoid moving parts, sharp edges, the fuel lines or hot components such as the engine or exhaust system.**

**Wiring exposed by moving parts, sharp edges or hot components may cause a short circuit, which can result in damage to the vehicle's electrical system as well as other, consequential damage.**

**Wiring which is attached in close proximity to the fuel lines may ignite the fuel.**

**Failure to follow these instructions may cause property damage, personal injury or even death.**

10. Remove the mounting nut from the switch.
11. Drill a 5/8" hole at the mounting location you have chosen. With the mounting nut on the underside, route the two-wire harness through the mounting nut and the hole. Plug the switch into the pigtail as shown in the schematic on page 1. Secure it with the mounting nut.
12. Use one or more of the included wire ties, if necessary, to secure the harness in place.
13. Following the manufacturer's instructions, reattach the negative cable to the vehicle's battery.
14. Insert the 7.5-amp fuse into the fuse holder (Figure 1).

**Operating the battery disconnect...**

1. Attempt to start the vehicle. If the vehicle starts, the battery disconnect is in the "drive" mode. If it does not start, the battery disconnect is in the "tow" mode.

Press the button to switch between "drive" and "tow."

2. To tow the vehicle: follow the owner's manual instructions to tow. At the point the manual instructs you to disconnect the battery, push the button to "tow."

To drive the vehicle: follow the owner's manual instructions to reconnect the battery. At the point the manual instructs you to reconnect the battery, press the button to "drive."

 **WARNING**

**Never operate the battery disconnect in any other way except as instructed above. Pushing the battery disconnect switch randomly may damage the vehicle's transmission, electronics or other systems. Other consequential, non-warranty damage may also occur.**

**If the vehicle is being driven, pushing the battery disconnect switch may cause a loss of vehicular control, resulting in property damage, personal injury or even death.**

**To attach aftermarket accessories...**

Attach aftermarket accessories, such as the BrakeMaster break away switch, to the positive post on the vehicle's battery.

**OWNER MUST READ AND FOLLOW THE BELOW INSTRUCTIONS BEFORE OPERATING THE BATTERY DISCONNECT**

1. **IMPORTANT!** Never disconnect the battery while the engine is running. This could result in the illumination of a 'Check Engine Light,' necessitating a dealership to reset it.
2. Do not turn the switch ON or OFF within a 30 second time period. Many newer vehicles have diagnostic tests that must be run during an initial start-up. If interrupted, this could cause the system to malfunction.
3. When disconnecting the battery for dinghy towing, follow the instructions in the vehicle owner's manual step by step. At the point in which the manual instructs you to disconnect the battery, turn the battery switch to the OFF position. When the owner's manual directs you to reconnect the battery, only then should you turn the switch to ON. Connecting or disconnecting the battery out of the proper sequence can result in significant, non-warranty damage to the vehicle's transmission or other important systems.

 **WARNING**

**Failure to follow the procedures above may result in significant, non-warranty damage to the vehicle.**

**CAUTION – DON'T LOCK YOURSELF OUT OF THE VEHICLE!**

**If your vehicle has keyless entry or has other powered features that could inadvertently lock you out without access once the battery has been disconnected, utilize a manual key option or roll down the window first.**

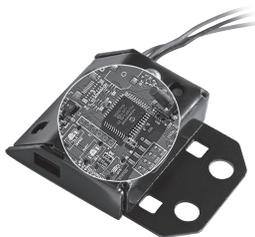
**Refer to your owner's manual for information on how to handle a dead battery situation, as this will be similar.**

# Vehicle-specific components

**R**OADMASTER manufactures a wide variety of components designed for vehicle-specific towing applications. More components are available at [fitmaster.roadmasterinc.com](http://fitmaster.roadmasterinc.com), or call Technical Support at 800-669-9690.

## Brake light switches

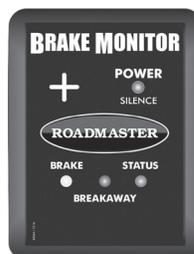
Why do you need a brake light switch? Brake light switches are necessary only if you're installing a supplemental braking system monitor, and the vehicle's OEM brake light switch doesn't work when the vehicle is in 'tow' mode.



This switch is only activated when the brake pedal is depressed. No other manufacturer provides brake light switches with this level of specificity. Why? When you know when the towed vehicle's brake pedal is depressed and released, you know if the supplemental braking system is positioned properly and working as it should.

- Works on any vehicle with a brake pedal.
- Works with any supplemental braking system that moves the brake pedal.
- Works with any motorhome monitor

**751000** Universal brake light switch



## Wireless supplemental braking system monitor

- Truly universal — works with all braking systems that depress the brake pedal.
- Exceptional range and reliability — line-of-sight transmission confirmed to 1,000 feet; proprietary send/repeat circuitry confirms each signal at 100% reception.
- Protects the towed vehicle's brakes — reports any braking activity to the motorhome monitor; includes a low-battery alert, extended braking and break-away alarms, and five other audio and/or visual alarms and system status notifications.

- 30-minute installation, all at the towed vehicle; simply plug the motorhome monitor into any 12-volt outlet.
- Automatic operation — activates only when the vehicles are connected for towing.

Specifications — frequency: 923 MHz; voltage: 12V; sleep current: 30mA

**9530** Universal supplemental braking system monitor

## FuseMaster



76511

How about if you never had to spend another minute with your face on the floor mat, gazing up into a black void, hunting for a minuscule piece of plastic playing hide and seek? You don't have to.

- You've spent enough time with your face on the floor mat.
- Adventures in electricity can be, well, electrifying.
- Chiropractors are expensive.
- Engine lubricant is not a fashion accessory.

FuseMaster eliminates the necessity of having to remove a fuse for towing, then having to reinsert it for driving. After it's installed, you simply flip a switch to accomplish the same task.

**76511** 15-amp fuseholder

**76514** Two 15-amp fuseholders

**76517** 50-amp fuseholder

**76512** Two 7.5-amp fuseholders

**76515** 30-amp fuseholder

## Charge Line Kits

Many current vehicles have features that slowly drain the battery while in tow mode.

These simple, easy-to-install kits help maintain the vehicle's battery charge while in tow, supplying up to 15 amps of current. They also extend battery life by providing a constant maintenance charge (without overcharging the battery) during towing. Installation hardware included.

- Heavy-duty 14-gauge wire (156-25) or 12-gauge (156-75) wire
- Includes a thermal circuit breaker — no need to hunt down a blown fuse

**156-25** Towed vehicle charge line kit

**156-75** Motorhome charge line kit



156-75