

GENESIS OFFROAD



Polaris RZR 1000 Dual Battery Kit

Part # 152-PR1000DBK



Installation Guide

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Before you Begin

Please read through these instructions thoroughly. To avoid mistakes and lost time, follow the sequence shown. Leave the battery posts covered during installation to avoid accidentally shorting out the batteries.

Parts List	Qty	Tools Needed
Aux Battery Cover	1	Phillips screwdriver
Smart Isolator	1	T30 Star Bit
Power Bus Bar	1	5/16", 3/8", 1/2" socket /wrench
Ground Bus Bar	1	Ratchet with extension
Wiring Harness	1	Electrical Tape
Main Battery Cover	1	3/16" drill bit
Boost Button	1	5mm allen wrench
SAE Battery Post Kits	2	10mm wrench
Side Post Adapter Kit	1	
Post Clamp Bolts	2	
Shoulder Nut	1	
Serrated Hex Bolt and Nut	1	
Thread Cutting Screws	2	

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Disconnect NEGATIVE battery cable first, then disconnect positive cable. Secure cables out of the way.



Use a T30 star bit to remove the factory screw securing the hold down bracket. Remove the bracket and the stock battery.



Clean the bottom of the battery tray compartment.

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Attach the side post adapters to one set of the included battery posts.



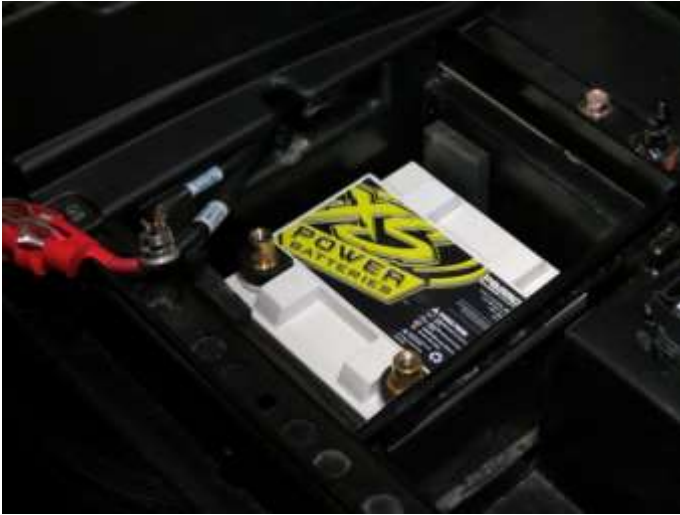
Attach the posts with angle brackets onto the cranking battery with a 10mm wrench.

NOTE: The positive post has 2 serrated stripes, while the negative post has only 1 stripe and is slightly smaller diameter.



Attach the posts to the accessory battery with a 5mm allen wrench.

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Place the accessory battery in the location shown, with the negative post towards the center console.



Place the accessory battery cover in place as shown.

Loosen the wing nut on the positive post clamp to help get the post clamp rotated into position to fit on the battery post.



Use the provided 0.5" flange bolt and nut to secure the Genesis bracket to the factory brace.

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Use a 5/16" wrench on the bolt and a 3/8" wrench on the nut to tighten.



Reinstall the factory star head screw to secure the other side of the bracket.

CAUTION: Do not overtighten the screw!



Use the provided square head bolt to install the leads for the ground bus bar (1) and the ground wire to the main battery (2) to the factory negative post clamp (3) and loosely install the factory shoulder nut in the orientation shown.

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Use a ½" socket to tighten the shoulder nut on the post clamp.

CAUTION: Be careful not to bump the positive post with your ratchet!



Be sure your wires are in the correct position as shown.



Add several wraps of electrical tape around the factory steel brace to protect from accidental shorts by the positive battery posts.

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Use a 1/2" wrench to tighten the positive post clamp nut.



Install the cranking battery on its side. Note the positive post should be towards the center console.

Install the factory positive wire as shown. Use the factory rubber cover as an extra layer of protection between the post and the steel brace.



Install the lead from the smart isolator on the bolt. Your factory shoulder nut will serve as a spacer.

Tighten the inner factory shoulder nut first, then install and tighten the new provided shoulder nut on the outside.

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Place the Genesis bracket over the cranking battery.

Align the provided thread cutting bolt through the bracket and into the stock hole.



Carefully tighten the bolt with a 3/8" socket by hand.

CAUTION: Do not overtighten or you can strip out the plastic!



Be sure the bracket is aligned straight to the other side.

Drill a 3/16" pilot hole through the plastic.

Carefully install and tighten the second thread cutting bolt to secure the front side of the bracket.

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Connect the purple bullet connector from the boost switch to the mating lead from the smart isolator.

Secure the red wire from the boost switch to any available terminal screw on the positive bus bar.



Install the new ground lead wire to the cranking battery's ground post. Tighten with a 1/2" wrench.



Make sure all wires are routed properly with no interference or pinches and all post clamps are tight. If you loosened the wing nut or isolator nuts, tighten them at this time.

Installation is complete!

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OPERATION

Smart Isolator:

When the cranking battery is above 13.2v for 2 minutes, the smart isolator will connect the batteries together, giving you the combined power from both batteries. The red LED status indicator on top of the isolator will be on.

When the cranking battery drops to 12.7v for 1 minute, the smart isolator will separate the batteries from each other. This protects your cranking battery from being drained by your aftermarket accessories. The red LED status indicator turns off when the batteries are isolated.

All your accessories that are connected to the power and ground bus bars will continue to be powered by your accessory battery.

NOTE: All of your factory circuits in the stock fuse box are powered directly from the cranking battery.

Boost Button:

If your cranking battery gets drained too low to start the engine, simply press the boost button beside the driver's seat one time. This will manually reconnect the batteries, as if you were using jumper cables to another battery, allowing you to start the engine from the accessory battery (assuming it has enough power).



Boost Button

F.A.Q

- 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.
- My isolator gets warm / hot / very hot. Is something wrong?
 - It is perfectly normal for your isolator to get hot. It can get up to 140 degrees, even with the engine turned off, which is way too hot to touch with your hand, but not nearly hot enough to hurt anything around it. This is a normal characteristic of any electromechanical solenoid device.
- I left my headlights/radio/dome lights turned on, and now the engine won't crank. I thought the system would turn off the cranking battery to protect it from getting too low.
 - The factory positive wire harness feeds power directly to your fuse box, which means all of the factory circuits are powered from your cranking battery. The isolator does not turn off power to the fuse box. It 'isolates' the 2 batteries from each other, to protect your cranking battery from being drained by your aftermarket accessories that you have wired up to the bus bars. If you accidentally drain your cranking battery, that's when you'd use the boost button to jump start yourself from the second battery.
- How do I connect a trickle charger or jumper cables?
 - Connect the clamps of your charger or jumper cables directly to the cranking battery's posts. In the RZR 1000, the cranking battery is the one closest to the driver's door, by the fuse box.
- 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.
- 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.
- The sPOD is turning off my accessories. Did I hook it up incorrectly?
 - The sPOD has a low voltage monitor that will automatically shut circuits down to avoid draining your battery too much. When adding an sPOD to our dual battery kit, we recommend you pull out the 2 amp fuse inside the Source box. It is the only 2 amp fuse you'll see when you remove the cover. This will disable its low voltage cutoff system. Since you have 2 batteries, and since our smart isolator will already protect your cranking battery from getting drained, you probably don't care if your accessory battery gets drained down all the way. That's why you have 2 batteries in the first place!
- Do you ship to international customers?
 - Absolutely! International shipping is no problem. Our website currently may not display international shipping rates. If you place your order online, we will contact you with a quote prior to shipping your box.