Read and understand the contents of this User Manual. It contains important safety, handling, and operational instructions for the BatteryLink® Chargers. This User Manual describes the product mentioned herein at the time of its publication. Specifications and performance are subject to change at the discretion of Blue Sea Systems. To view the most current revision of this publication visit bluesea.com/products/7604.
IMPORTANT SAFETY INSTRUCTIONS

1. SAVE THESE INSTRUCTIONS

This manual contains important safety and operating instructions for the BatteryLink® Charger model 7604.

2. WARNING ❖ RISK OF EXPLOSIVE GASES. Working in the vicinity of a lead-acid battery is dangerous. Batteries generate explosive gases during normal battery operation. For this reason it is of the utmost importance that each time before using your charger, you read and follow the instructions provided exactly.

3. To reduce risk of battery explosion, follow these instructions and those marked on the battery.

4. This appliance can be used by children aged from 8 years and above and persons with reduced physical, sensory or mental capabilities or lack of experience and knowledge if they have been given supervision or instruction concerning use of the appliance in a safe way and understand the hazards involved.

5. Children should be supervised to ensure they do not play with the appliance.

6. WARNING ❖ AVOID SERIOUS INJURY OR DEATH FROM FIRE, EXPLOSION, OR ELECTRICAL SHOCK.

The BatteryLink® Charger is marked as “ignition protected” for operation in a small craft gasoline engine space. HOWEVER: Connection or disconnection of any electrical cables may cause sparks, which could ignite flammable gasses and cause explosion.

a. Never connect or disconnect electrical cables when explosive gasses may be present.

b. Always disconnect AC power sources before connecting or disconnecting the charger AC cord.

c. Connect AC plug only to an outlet protected by a Residual Current Device (RCD) suitable for personal shock protection, and make AC connection in a secure manner that will avoid contact with water.

7. To reduce risk of damage to electric plug and cord, pull by plug rather than cord when disconnecting charger.

8. Do not operate charger if it has a damaged cord or plug, has received a sharp blow, been dropped, or otherwise damaged in any way. The supply cord cannot be replaced. If the cord is damaged, the appliance should be scrapped.

9. Use charger for charging only these 12V battery types: Flooded lead-acid, AGM, or TPPL. Do not use your marine battery charger to charge non-rechargeable or dry-cell batteries that are commonly used with home appliances. These batteries may burst and cause injury to persons and damage to property.

10. Be sure area around battery is well ventilated while battery is being charged. Keep open flames and sparks away from batteries, as these may cause explosion.

11. Make or break DC output cable connections to battery only after making and verifying DC connections on the charger, and removing AC cord from electric outlet.

12. Do not make or break electrical connections to batteries while charging or for up to 30 minutes after charging.

13. If a battery switch is installed, ensure battery switch is in the OFF position before making or breaking any connections to the battery. If no battery switch is installed, ensure all accessories are OFF.

14. Charger should be grounded to reduce risk of electric shock. Charger is equipped with an electric cord having an equipment-grounding conductor and a grounding plug. The plug must be plugged into an outlet that is properly installed and grounded in accordance with all local codes and ordinances.

15. For compliance with electromagnetic compatibility standard EN 55014-1:2006, DC output cables must be a fixed installation using non-extendable connectors such as ring terminals, and with maximum length of 2 meters.
BATTERYLINK® CHARGER OVERVIEW

Specifications are subject to change. See bluesea.com/products/7604 for current information.

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WARNING Low voltage. Avoid injury from electrical burn or sparks. Disconnect battery power before opening.

NOTE: All side terminations 1/4" x 0.032" male quick release

NOTE: Mounting holes are not symmetrical, please see dimensioned drawing.

Remote LED included

Battery temperature sensor included 1820

Terminations cover snaps in place to insulate battery positive terminations

AC input 6' [1.8m] power cord with CEE 7/7 plug

DC output battery positive connections 1/4"-20 studs accept 1/4" or M6 ring terminals. Use 7/16" socket wrench. Tighten to 60 in-lb (6.78 Nm). Do not overtighten.

MULTISTAGE CHARGER INTEGRATED ACR

Remote LED included

Battery temperature sensor included 1820
BatteryLink® Charger Features

The BatteryLink® Charger is a 120V AC/230V AC nominal input, 12V DC nominal output, 10A battery charger with integral battery combiner (ACR) providing a second battery connection, as well as standard ACR function when AC power is not present.

- AC power at the dock, provides 10A of charge current
- Integrated ACR automatically combines batteries during charging, isolates batteries when discharging and when starting engines
- Start isolation protects sensitive electronics from voltage sags and spikes
- Battery temperature compensation prolongs battery life
- Supports alternators up to 65A
- One-piece stainless flange nuts ensure safe and secure connections
- Ignition protected—safe for installation aboard gasoline powered boats
- Includes a remote indicator LED with mounting bezel
- Snap-on insulating cover

Automatic Three Stage Charging

The BatteryLink® Charger uses a three stage automatic charging profile. The three stages are referred to as bulk, absorption, and rest/float. The charger will move between these stages automatically, with no user intervention. When the charger starts, it goes first to the bulk stage. This is where the first 75% – 80% of charging takes place. It is a constant current mode, in which the charger outputs as much current as it can to drive the voltage of the battery up to the absorption voltage. Once the absorption voltage is reached, the charger enters absorption mode. This is a constant voltage mode, in which the battery is held at the absorption voltage to complete the last 20% – 25% of charging. In the absorption stage, current will decrease according to the batteries’ needs plus any additional current required for active loads. The length of time spent in the absorption stage will vary based on battery type, battery capacity, and the presence of loads, but will be a minimum of 1 hour up to a maximum of 5 hours. Added loads causing the charger to reach its current limit will result in transition back to bulk mode, and time will be added back to the absorption timer while in bulk. After the absorption stage, the charger will move to the rest/float stage. The float stage is a constant voltage mode intended to maintain fully charged batteries while supplying current for loads as necessary. The rest mode is included as an energy saving mode, and for compliance with California Energy Commission (CEC) and U.S. Department of Energy (DOE) requirements. In the rest stage, the charger output and ACR are turned off to conserve energy, and the battery voltages are monitored. If loads or self-discharge on either battery cause the voltage to drop to 12.9V (temperature compensated), the charger enters float mode for 4 hours in order to maintain the battery and supply current to loads. After seven days of continuous operation, the charger will repeat the full charge cycle to ensure good battery health.

![BatteryLink® Charger Charging Profile](image-url)
Battery Temperature Compensation

Battery temperature compensation is output voltage regulation based on battery temperature variances. Since batteries can see extreme temperature differences, it is important to regulate output voltage with temperature to maximize battery life. A battery in a cold environment should not be charged at the same voltage as a battery in a hot environment. The BatteryLink® Charger is set at a baseline of 25°C. If the included battery temperature sensor is installed, then any variance from this baseline will result in a change in output voltage. Voltage will decrease at higher temperatures, and increase at lower temperatures. The temperature sensor also allows the charger to react to extreme hot or cold temperatures (below -20°C or above 45°C) by reducing output or shutting down to preserve the battery. Reference the Installation Instructions on page 6 and the Full Installation Diagram on page 8 for details on how to install the battery temperature sensor.

Automatic Charging Relay (ACR)

The BatteryLink® Charger includes an integrated 65A Automatic Charging Relay (ACR). The purpose of an ACR is to combine batteries for charging, but leave them isolated for discharge. This works well with dual battery systems, where non-starting loads are isolated from the engine starting battery to reduce the risk of being stranded on the water without enough power to start your engine. The ACR in the BatteryLink® Charger will combine the auxiliary and start batteries at or away from the dock. This means both batteries will be charged during AC powered charging, or when AC power is not available and a secondary charging source is active, such as your engine’s alternator. The ACR includes an optional Start Isolation feature, which can be used to prevent engine starting current being drawn from the auxiliary battery. Start Isolation protects sensitive electronics wired to the auxiliary battery from being affected by voltage sags or spikes caused by engine starting. Reference the Installation Instructions on page 6 and the Full Installation Diagram on page 8 for details on how to wire the Start Isolation feature.

LED Status Indicators

<table>
<thead>
<tr>
<th>Name</th>
<th>States</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>AC POWER</td>
<td>Green solid</td>
<td>AC power present</td>
</tr>
<tr>
<td></td>
<td>Off</td>
<td>No AC power</td>
</tr>
<tr>
<td>BATTERY</td>
<td>Green solid</td>
<td>Charging complete – Float/rest stage</td>
</tr>
<tr>
<td></td>
<td>Amber solid</td>
<td>Charging in progress - Bulk or absorption stage</td>
</tr>
<tr>
<td></td>
<td>Red single blink</td>
<td>Battery hot - Charger shutdown (&gt;=&gt;49°C, recovers at 47°C)</td>
</tr>
<tr>
<td></td>
<td>Red double blink</td>
<td>Battery hot - Output reduction (&gt;=&gt;45°C, recovers at 43°C)</td>
</tr>
<tr>
<td></td>
<td>Red triple blink</td>
<td>Battery cold – Charger shutdown (&lt;&lt;=-20°C, recovers at -18°C)</td>
</tr>
<tr>
<td></td>
<td>Red solid</td>
<td>Battery polarity reversed</td>
</tr>
<tr>
<td></td>
<td>Off</td>
<td>No AC power</td>
</tr>
<tr>
<td>ACR STATUS</td>
<td>Green solid</td>
<td>Combined - ACR closed</td>
</tr>
<tr>
<td></td>
<td>Double-blink</td>
<td>SI present, battery temp outside range of -20°C to 49°C, or reverse battery polarity detected - ACR open</td>
</tr>
<tr>
<td></td>
<td>Off</td>
<td>Battery voltages below threshold - ACR open</td>
</tr>
<tr>
<td>REMOTE LED</td>
<td>DC Power Solid</td>
<td>Combined - ACR closed</td>
</tr>
<tr>
<td>CHARGE</td>
<td>Off</td>
<td>Separated - ACR open</td>
</tr>
<tr>
<td>STATUS</td>
<td>AC Power Solid</td>
<td>Charging complete – Float/rest stage</td>
</tr>
<tr>
<td></td>
<td>Flash</td>
<td>Charging in progress - Bulk or absorption stage</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Or error state - See charger LEDs</td>
</tr>
</tbody>
</table>

Specifications are subject to change. See bluesea.com/products/7604 for current information.
Supplies Needed
1. DC Wire: Black or yellow for negative, red for each positive. **NOTE:** All wiring should be of sufficient length to allow proper routing, support, drip loops, service loops, and termination.
2. Fuse holders for connection to each battery, for charger negative, and for optional Start Isolation and Remote LED wiring if used (see Full Installation Diagram, page 8).
3. Fuses for fuse holders (see table below and Full Installation Diagram, page 8).
5. Socket wrench (torque wrench preferred): 7/16” socket for DC battery positive connections. Other socket sizes as needed for connection to battery and fuse holder terminals.
6. Terminals: 1/4” or M6 ring terminals for charger side DC battery positive connections. 1/4” x 0.032” female quick disconnect terminals for DC battery negative and accessory connections. Other ring terminals sized for connection to battery and fuse holder terminals.
7. Appropriately sized butt connectors for extending remote LED and battery temperature sensor wires.
8. Crimping tool or obtain wires that are pre-terminated.
9. Appropriate heat shrink if pre-terminated wires were not acquired.

<table>
<thead>
<tr>
<th>Wire Size and Fuse Rating Table*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Positive Wire (sized for maximum alternator output)</td>
</tr>
<tr>
<td>Conductor Length</td>
</tr>
<tr>
<td>in feet (meters)</td>
</tr>
<tr>
<td>-----------------</td>
</tr>
<tr>
<td>6 ft (1.83 meters)</td>
</tr>
<tr>
<td>10 ft (3.05 meters)</td>
</tr>
<tr>
<td>15 ft (4.57 meters)</td>
</tr>
<tr>
<td>20 ft (6.09 meters)</td>
</tr>
<tr>
<td>25 ft (7.62 meters)</td>
</tr>
<tr>
<td>Recommended Fuse Rating ***</td>
</tr>
<tr>
<td>Fuse Required For Negative?</td>
</tr>
</tbody>
</table>

* Based on 3% voltage drop and 105°C rated wire insulation. If fast charge recovery is important, use larger wire.

** If marine grade 8 AWG (10 mm²) 1/4” quick connect terminals are not readily available, it is recommended to make a short 10 AWG (6 mm²) jumper to a terminal block or PowerPost, and then continue from that point with 8 AWG (10 mm²) cable.

*** Fuses in positive wires should be located as close as possible to the battery positive terminal. If required, the fuse in the negative wire should be located as close as possible to the charger. Fuse type selected should be verified to have a sufficient amperage interrupt capacity (AIC) for your battery capacity.

For more information please use the Circuit Wizard at circuitwizard.bluesea.com
INSTALLATION INSTRUCTIONS

1. Before beginning electrical installation, disconnect all positive and negative AC and DC power sources.

2. For optimal performance, mount the charger vertically, in a well ventilated location.
   NOTE: The charger should be located near the batteries to minimize wire length and its associated voltage drop to maximize charging efficiency. If the batteries are not close together, place the charger near the battery connected to the Start Battery stud. Never place charger directly above or below battery being charged.

3. Remove the DC termination cover by lifting the tab on the right hand side.

4. Route DC wires from each charger output to battery fuse holder. See Installation Diagrams on pages 7 and 8. All wiring should be of sufficient length to allow proper routing, support, drip loops, service loops, and termination. Strain relief for wiring should be installed near the charger to prevent loosening of connections with vibration or shock. Fuses should be installed at the battery positive connections to prevent battery power from feeding back into a fault in the wiring, or in the battery charger. See Wire Size And Fuse Rating Table on page 5 for recommended fuse values. Best practices dictate that every positive wire on the boat, outside the engine starting circuit, must have circuit protection. Please follow all local and national electrical standards, codes, and regulations for installation and wiring.

5. Recommended Connection [Battery Temperature Sensor]: Attach the battery temperature sensor to the largest battery using the supplied adhesive pad. If both batteries are the same size, attach to the battery with the most loads. Attach the sensor in the center of the long side of the battery. If multiple batteries are in a battery bank, attach the sensor in the center between multiple batteries. When external circumstances could create a significant difference in temperature on one side of a battery versus another, always attach the sensor on the warmest side. NEVER pierce the battery casing with a screw or other fastener. Extend sensor wires as necessary using appropriate fully insulated butt connectors or a terminal block with insulating cover.

6. Optional Installation [Remote LED Bezel]: Drill a 7/16" [11mm] hole through a flat mounting surface in a visible location. Clean and dry the surface around the drilled hole for best adhesion of the bezel. Remove the adhesive backing liner from the bezel, thread the LED wires through the hole, and push the bezel securely into place against the mounting surface. Extend the LED wires as necessary using appropriate fully insulated butt connectors or a terminal block with insulating cover. Connect the positive (red) wire from the LED to your battery positive terminal through a 2A fuse at the battery. Place this connection on top of all current carrying conductors. Connect the negative (yellow) wire from the LED to the charger Remote LED terminal.

7. Optional Connection [Start Isolation-protects sensitive electronics from voltage drops and spikes during engine start]: Connect the Start Isolation terminal of the charger to the “start” position of your engine’s ignition switch, or another connection point that has positive voltage applied only when actively cranking your engine. Install a 2A fuse at the point of connection to positive voltage.

8. Install appropriate DC fuses (see Wire Size And Fuse Rating Table on page 5).

9. Confirm all connections are correctly installed per Installation Diagrams.

10. Secure the termination cover back over the connected wires.

11. Make AC plug connection to an appropriate outlet.

12. Restore AC power.

Specifications are subject to change. See bluesea.com/products/7604 for current information.
QUICK INSTALLATION DIAGRAM

Dual Circuit Plus™ Battery Switch 6011 recommended for 7604 BatteryLink® Charger

Engines with combined alternator and starter wires - typical of outboard motors

Legend

<table>
<thead>
<tr>
<th>DC Negative</th>
<th>DC Positive</th>
</tr>
</thead>
</table>

* See Wire Size and Fuse Rating Table, page 5.
** Wire size and fuse rating based on house loads. For more information, use the Circuit Wizard at circuitwizard.bluesea.com.
FULL INSTALLATION DIAGRAM

Start Key Switch

Engines with combined alternator and starter wires - typical of outboard motors

Dual Circuit Plus™ Battery Switch 6011 recommended for 7604 BatteryLink™ Charger

FUSE*

OPTIONAL START ISOLATION (SI) WIRE

OPTIONAL REMOTE INDICATOR

BatteryLink® Charger

AC Input

FUSE*

Negative Bus Bar

Start Battery

Auxiliary Battery

FUSE**

Legend

DC Negative ——— Optional ——— DC Positive

* See Wire Size and Fuse Rating Table, page 5.

** Wire size and fuse rating based on house loads. For more information, use the Circuit Wizard at circuitwizard.bluesea.com.
DIMENSIONED DRAWINGS

FOR OPTIMAL PERFORMANCE, MOUNT VERTICALLY AS SHOWN, IN A WELL VENTILATED AREA. RECOMMENDED MOUNTING CLEARANCE 55mm MINIMUM ON ALL SIDES.

SERRATED FLANGE NUTS

26 AWG WIRE LEADS

FRONT

BACK

Specifications are subject to change. See bluesea.com/products/7604 for current information.
Specifications

Nominal Output Voltage: 12V DC
Total Output Current (0-25°C): 10A
Total Output Current (0-50°C): 9A
Output Connections: 2 positive, 1 negative
Universal AC Input Voltage: 100V-240V AC
Input Frequency Range: 50/60 Hz
AC Input Current: 3.25A @ 100V, 1.75A @ 200V

Typical Float Voltage (25°C): 13.5V DC
Typical Absorption Voltage (25°C): 14.4V DC
Reduced Output (battery temp 45°C to 49°C): 4A DC/limited to float voltage
Battery Temperature Compensation Coefficient: -30 mV/°C (maximum offset ±0.88V)
ACR Continuous Rating: 65A
ACR Continuous Rating (during AC charging): 40A
ACR Intermittent Rating (5 min.): 115A
ACR Combine Voltage:
- 13.0V (2 min.)
- 13.5V (30 sec.)
ACR Open Voltage:
- 12.75V (10 sec.)
- 12.35V (if voltage is rising)
Operating Current (no AC power):
- 10mA (ACR open)
- 60mA (ACR closed)
Maximum Cable Size: 1/0 AWG (50mm²)
Terminal Stud Size: 1/4"-20 (accepts M6 ring terminal)
Maximum Terminal Stud Torque: 60 in-lb (6.8 Nm)
Quick Connect Terminal Size: 1/4" x 0.032"
Operating Temperature Range: -20°C – 49°C
Storage Temperature Range: -30°C – 80°C
Warranty: 5 Year
Battery Types: Flooded, AGM, TPPL
Battery Number of Cells: 6 cells
Maximum Battery CCA: 850 CCA
Maximum Battery Capacity: 120Ah (20 hour rate)

Regulatory
Designed and constructed for compliance to EN 60335-2-29
Ignition protection per ISO 8846, and SAE J1171
Waterproof IP67 - protected against immersion up to 1 meter for 30 minutes

Specifications are subject to change. See bluesea.com/products/7604 for current information.
EC DECLARATION OF CONFORMITY

For the following equipment:
Product type: Battery charger
Type designation: BatteryLink Charger: 7603, 7604
Manufacturer: Blue Sea Systems, Inc.
Address: 4600 Ryzex Way
          Bellingham, WA
          98226 USA
          Phone: 001.360.738.8230

Herewith it is confirmed to comply with the requirements set out in the council directive, 2006/95/EC for
electrical equipment used within certain voltage limits, the EMC directive 2004/108/EC , and the
Recreational Craft Directive 2013/53/EU.

Safety:
IEC60335-1:2010+A1
IEC60335-2-29:2002+A1+A2
EN60335-1:2010+A1
EN60335-2-29:2002+A1+A2

Radiated emission
Conducted emission
EN61000-3-2 Harmonics
EN61000-3-3 Voltage fluctuations and flicker
EN61000-4-2 Electrostatic discharge
EN61000-4-3 RF electromagnetic field
EN61000-4-4 Fast transient
EN61000-4-5 Surges
EN61000-4-6 RF conducted disturbances
EN61000-4-11 Voltage dips and interruptions

Ignition Protection:
ISO 8846 (ed. 1)
The notified body HPI Verification Services Ltd (NB 1521) performed type examination to verify
compliance with the above ignition protection standard, and issued the certificate
HPiVS/R1168-001-I-01.

The undersigned hereby declare that the equipment specified above conforms to the above directives
and standards
Bellingham 2016-04-1
Blue Sea Systems, Inc.

David Johnson, Senior Vice President of Marine and Mobile

conductor@bluesea.com
www.bluesea.com