USER REVIEW

We would like to thank 'Jumbo' from the CBF1000 forum for his review, copy provided below. Outside use on a motorcycle is a common installation for this product.

Before fitting this neat little gadget to the bike, I checked out the accuracy of the LED display using an old Yuasa battery. This battery has been in use for years to power the shed radio, and was showing 10.4 volts by my Fluk digital meter under load. At this point the battery monitor was displaying the red LED flashing fast. This agrees with the monitor spec. as per the supplied leaflet.

So far, so good.

I then loaded the battery to force the voltage down as far as 6V. The red LED continued to flash fast. I did not drop the battery voltage down enough to see at what point the red LED would go off.

I then charged the battery using a Datatool. As it charged, I continuously checked the actual battery voltage while monitoring the Gammatronix LED display. While taking reading I switched the battery load on to make the reading more meaningful. The charger was temporarily switched off for these load voltage tests.

The monitor slowly worked its way along the six LEDs during charging. Again, the LEDs agreed with the manufacturer's leaflet throughout charging.

When the first green LED came on, the battery was giving 11.8V under load. Just enough to start the bike.

With the last green LED on, the battery was giving 12.5V under load. This is the minimum we would like to see when all is well with the alternator/regulator.

Again, the monitor was working spot on as specified.

Installing on the bike

For convenience, I took the electrical connection from the front brake switch (+12V) and ground from the lower of the two bolts securing the front brake assembly to the handlebars.

The voltage at the brake switch was 0.2V less than the voltage at the the battery; presumably due to resistance in the cabling (also, note the tail light is powered from the same point as the brake light and will cause a volt drop.

See wiring diagram in manual page 23-3). Pulling the front brake lever resulted in a further drop of about 0.3V due to the load from the brake light.

My bike battery had not been charged for a few weeks and was reading 12.6 volts with no load when I began the monitor installation. Turning the key to turn on the ignition, lights etc., dropped the bike battery voltage to 11.5. The

Gammatronix monitor was showing as far as the first yellow LED, as it should.

However, the good news, one with push on the starter button, the monitor briefly showed a solid red LED, the battery voltage dropped to 11.2, and then the engine started instantly!

All monitor LEDs then came on and the voltage at the battery was now showing 13.9 at tickover. (At this point the voltage at the front brake switch was 13.6, which is what the Gammatronix is seeing)

I turned the engine off when things started to get a bit hot after ten minutes. When the bike cooled, I went through similar tests a second time and got good predictable results again.

VERDICT

This little box does what it says on the tin. And at €15 including post, you can't go wrong.