FACTOR Alpha 50 BCDC Mounting Kit Installation Guide

REDARC ALPHA 50 BCDC INSTALL

Contents

Alpha 50 BCDC Mounting Kit

GP Factor assumes no liability for proper or improper installation of this kit or any use of this kit with your vehicle. If you are installing this kit, you agree to these terms and assume all liability for the installation and use of this kit. GP Factor does not provide a warranty for this product against improper installation or wiring or improper battery installation. GP Factor assumes no responsibility for any damage caused to or by this product resulting from a collision or crash. Installation of this kit may void certain factory warranty items on your vehicle. If you are unfamiliar with installing parts on trucks, disassembly and reassembly of a system like this, please have a qualified GP dealer do this install.

BEFORE STARTING:
READ THROUGH THIS INSTALLATION MANUAL

TOOLS NEEDED:

- 3mm driver
- T25 & T50 Torx drivers
- 10mm socket wrenches
- 13mm socket wrench

INCLUDED IN THIS KIT:
X1 Hardware Pack (Pictured to the left)
X1 Mounting Bracket
X1 Pos. Cable Harness for to AUX Battery
X1 Pos. Cable Harness to Truck Battery
X1 Ground Cable
X1 Fuse Holder for AUX Battery
X2 60A Fuses (Not included)
– Ignition Cable for Smart Alternator.
-Solar Cables
-Stud Battery terminal for AUX battery + Side

This install instructions covers installation in vehicles equipped with dual battery systems (CTEK Parts) and vehicles without any dual battery system components installed. IF INSTALLING this in a vehicle that does not have any dual battery components or CTEK parts, SKIP PAGES 2-5 on diassembly and removal instructions of factory provided parts.

BEFORE WORKING WITH ELECTRICS IN THIS VEHICLE, WE RECOMMEND DISCONNECTING THE MAIN BATTERY AND AUX BATTERY TO AVOID SHORTING. WHEN YOU DISCONNECT THE TRUCK BATTERY, DO NOT START THE TRUCK UNTIL THE BATTERY HAS BEEN RECONNECTED FOR AT LEAST 12 HOURS SO THE SYSTEM CAN RESET PROPERLY.
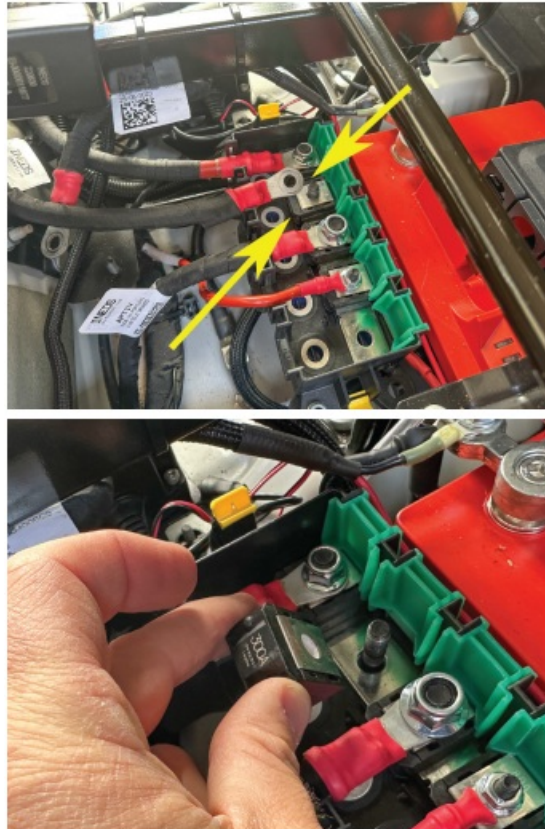
- We recommend removing the rear plastic covers in your system to access all the parts that need to be removed and installed
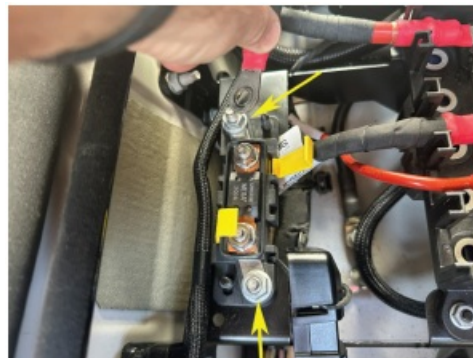

- If you DO NOT HAVE the factory dual battery system installed, SKIP to PAGE 6.

- The CTEK Smartpass has 3 cables connected to it that need to be disconnected and removed. The first is the 4 gauge red cable connected to the Left side (A) stud. Disconnect on the CTEK.

- The other end of the Positive cable running from the Left Side of the CTEK, is connected to a Covered BUSSBAR that is placed on the passenger side of the vehicle behind the AUX battery (If equipped). This is just an expansion bussbar for the truck battery +. Remove that cable from that buss bar. (Second cable in from the Left as pictured.
- After removing this cable, remove the 300a fuse it is paired with.

- The other side of the CTEK Smartpass (Right side terminal with a battery icon) has a small positive cable that runs to a fuse holder on the passenger side (Pictured). You will remove this cable, the fuse holder and the other positive cable running to the AUX battery. (Second cable not pictured but it is the cable running from this fuse block to the AUX battery.)

- Removal of CTEK Smartpass and mounting bracket: Now that all of your cables are removed, use a 10mm Socket wrench to remove the 4 M6 screws holding the CTEK to the body of your vehicle.
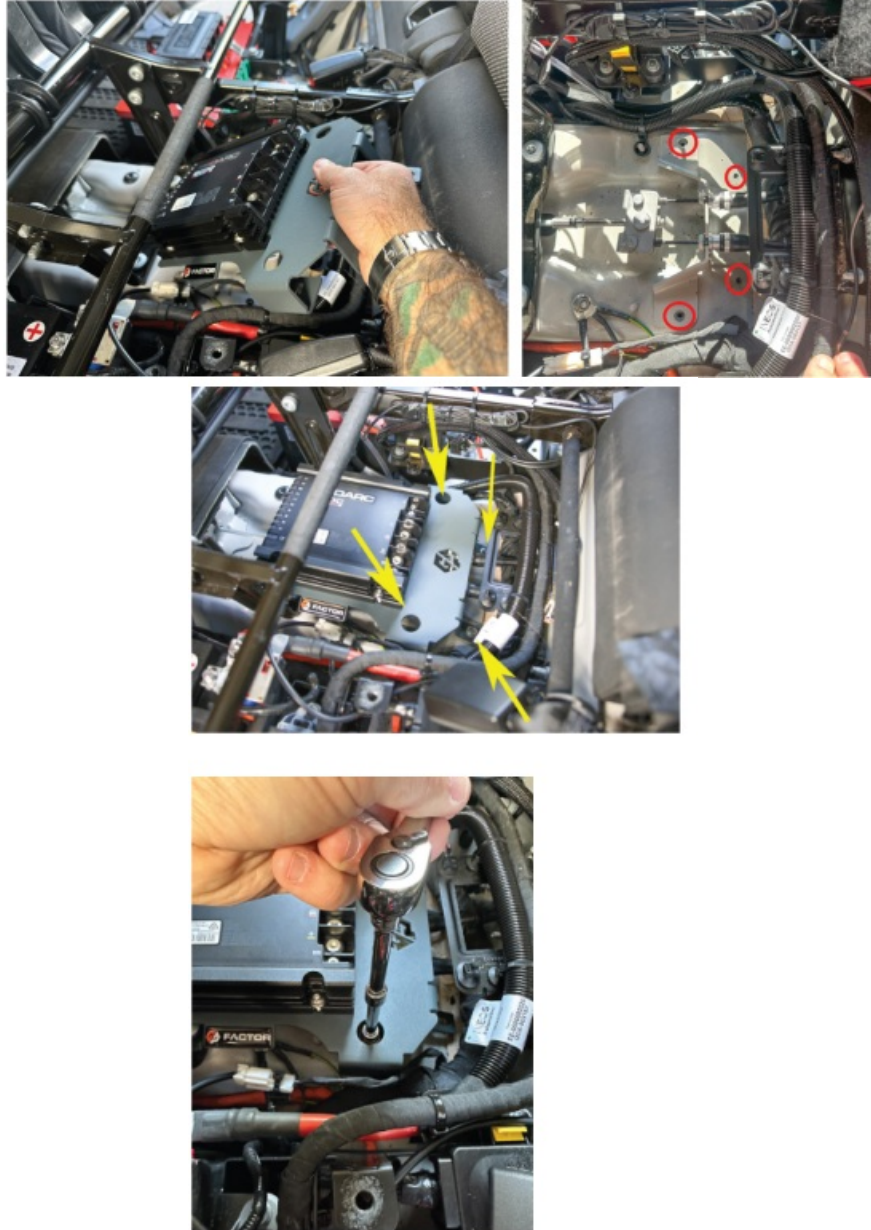 NOTE the location of these threaded inserts in the body as we will mount your new bracket and BCDC to these locations as well.

- Using the provided M6 Button head screws, nuts and washers, attached the REDARC BCDC ALPHA to the
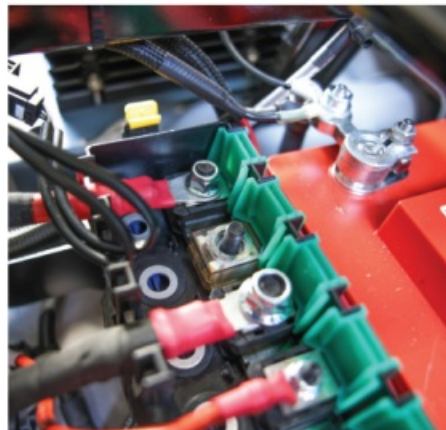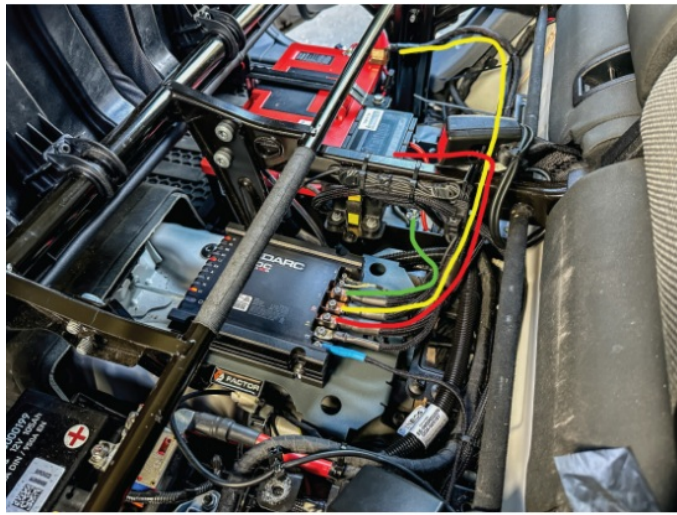
mounting bracket.

- Slip the bracekt with the redarc attached into the location where it will be mounted. We will be using the M6 Flanged head hex screws to mount it to the existing factory threaded inserts in the body of the truck.
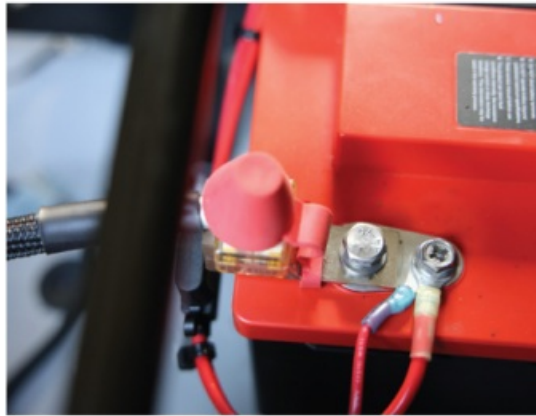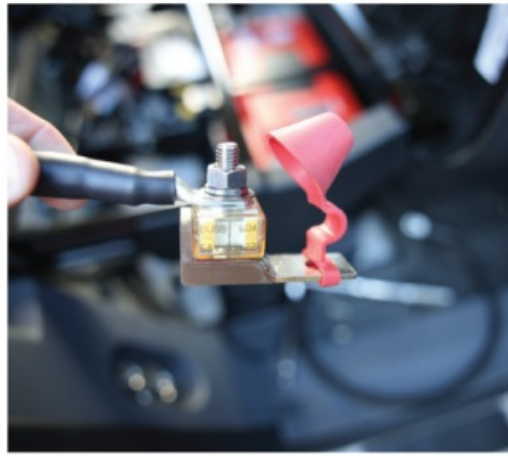

- The M6 Flanged Screws go in the 4 locations indicated by the yellow arrows in the picture above. Use a 10mm socket wrench to install. YOu may need a a ujoint socket adapter ont the two screw locations that are on an angle.

Your new GP kit comes equipped with X2 positive RED cables (1 short, 1 long), X1 ground cable, X2 60a bussman fuses, and a fuse holder. The diagram below show you where these cables need to run from the REDARC. Reference the colors below and location. THe next two pages indicate where the fuses go on the corrolating end of these positive cables.

- RED – Truck location on BCDC – shorter of the postive cables, runs back to the buss bar (will use one of the 60a fuses – see next page)
- YELLOW – AUX Battery postive on BCDC – longer of the red cables – Run to + side on AUX battery. See PAGE 10 to see how the fuse holder mounts with this
- GREEN – Ground on BCDC to ground mount on body. See page 11

- The Wire that runs to the truck battery positive bussbar (in front on the AUX battery, will need to have a new fuse placed in the location where the 300a fuse was removed. Take ove of the provide 60a fuses and secure the terminal in the location pictured.

- The Wire that runs to the AUX battery positive side will use the provide EATON fuse holder and one of the 60a fuses provided. This fuse holder has a 3/8 hole so it can be mounted to a screw down positive terminal (pictured on the Redarc Battery) or it can be used on a standard stud terminal mount for the AUX battery (Terminal mount not provided).

The Ground wire from the Redarc BCDC will run to the body mounted ground stud pictured below.

For the remaining wiring options – SOLAR, IGNITION SWITCH, TEMP – Please refer to your REDARC Manual for proper procedures. Link to that manual electronically is below:
https://cdn.intelligencebank.com/au/share/yE9N/zJpl/Dra9X/original/BCDC+Alpha+BT+Instruction+Manual+EN

Documents / Resources

[FACTOR Alpha 50 BCDC Mounting Kit](#) [pdf] Installation Guide
Alpha 50 BCDC Mounting Kit, Alpha 50, BCDC Mounting Kit, Mounting Kit

References

- **[User Manual](#)**