

Full Kit includes:  
ISOLATOR, BUTTONS,  
STICKERS, INSULATION CAPS



The XR Battery Isolator is the latest generation of motorsport master-switch devices from CARTEK.

At 30% smaller size and 40% lighter weight than the GT isolators, the XR version offers even more benefits and performance when compared with traditional mechanical master-switches and electro/mechanical safety cut-outs.

## FEATURES

- Fully electronic with no moving parts
- Compatible with most motorsport ECUs
- 0.5 second delay between engine kill signal and battery disconnection allowing time for ECU shutdown procedures
- Totally sealed against water and dirt
- Completely resistant to shock and vibration
- Fully integrated with built in alternator run-down circuitry - **No extra components required**
- Driver operation by a single internal ON-OFF button/switch
- External operation by single or multiple switches
- Buttons / switches connected to Isolator using lightweight wiring and IP67 sealed connector
- Mounts close to battery for reduced cabling
- Very small and weighs just 70g
- Designed and manufactured in UK using high quality components.

## USED BY



ADESS LMP3



GINETTA LMP3



McLAREN GT4



MITSUBISHI R5

When fitted to a race car our Solid State Battery Isolator simultaneously isolates the battery and kills the engine immediately when triggered in accordance with FiA safety regulations.

Cartek Battery Isolators can be supplied unit only for connection to customers own switches/buttons or as full kits with high quality, fully waterproof, internal and external buttons and safety stickers.

This system has been designed to simplify installation thereby saving time and reducing build costs.



Choice of external button colours

## SPECIFICATION

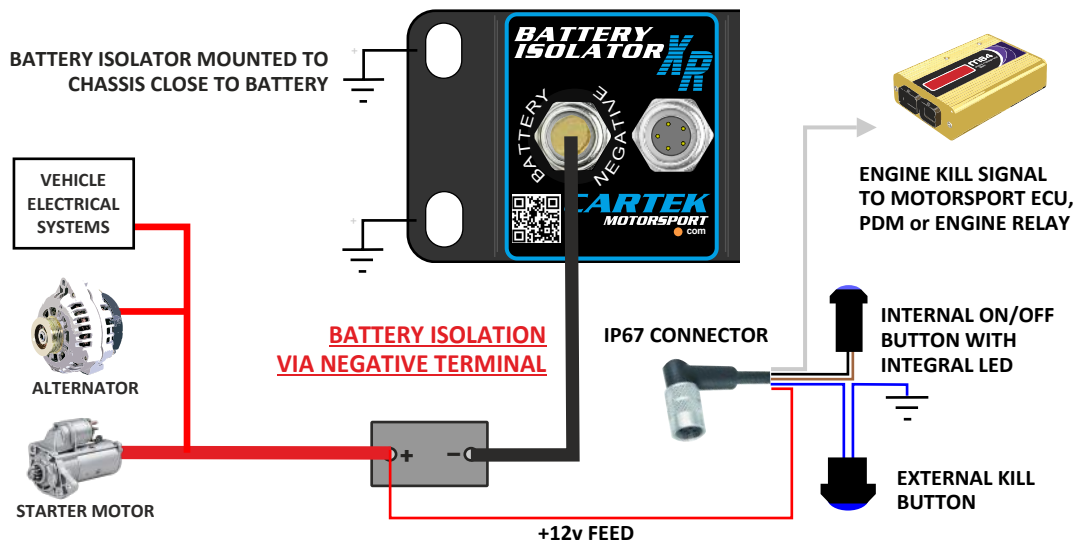
Size:	L = 60mm, W = 45mm.
Weight:	70g.
Battery negative terminal:	M8 stud.
Connector:	Binder 09 0415 90 05
Flying Lead:	Binder 79 1456 272 05 (2 meter long)
Operational Voltage:	7v - 18v
Current consumption:	25mA ON, 0.1mA OFF
Battery negative switching current:	550-650A Typical, 2000A surge
Engine signal kill current:	12v 0.2A when ON, switched to chassis/earth when OFF
Operating temperature:	-10°C - +85°C.
Storage temperature:	-40°C - +125°C

## EXAMPLE OF INSTALLATION

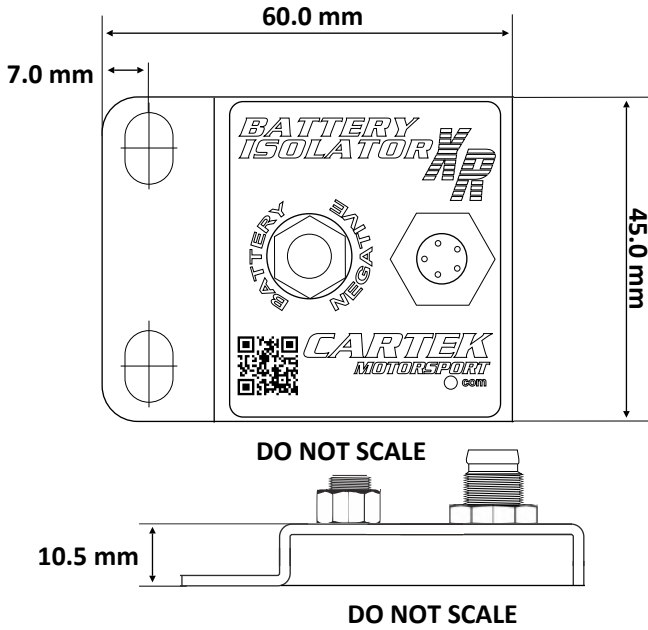


Fitted to ADESS LMP3 Race Car

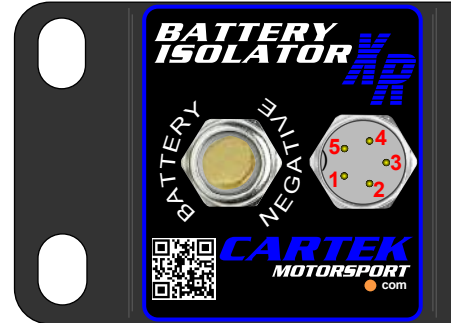
## WIRING DIAGRAM



## DIMENSIONS











## PIN OUT



- Pin 1** Engine kill signal output
- Pin 2** Internal Switch connection (red)
- Pin 3** Internal Switch connection (black)
- Pin 4** External kill button connection
- Pin 5** 12v + Input

## PARTS LIST

PART NO	DESCRIPTION
 CK-BR-06	Battery Isolator XR unit only (with 2 meter flying lead)
 CK-BR-08-B	Battery Isolator XR kit with Blue ext button
 CK-BR-08-R	Battery Isolator XR kit with Red ext button
 CK-EP-02	External 'kill' button, Red
 CK-LP-03	External 'kill' button, Blue
 CK-YP-04	External 'kill' button, Yellow
 CK-LT-01	Internal On/Off button with Status LED
 CK-SS-03	Safety stickers