

# SUPPORT



## About Batteries

There are 2 main characteristics of battery systems which will help determine which battery system you need: pulse discharge capacity, and amp hour capacity.

Pulse Discharge Capacity refers to the battery systems ability to output a burst of power for 10 seconds. This is a good way to compare with Cold Cranking Amps (CCA) of a lead acid battery. This should help in determining what battery you should choose. FSP battery systems are very powerful in terms of pulse discharge capacity. For example, our P2 systems which are rated at 240 amps, are capable of starting 1000cc bikes while weighing roughly 700 grams. This makes them ideal where weight reduction and space limitations are a primary concern. In this area, lead-acid batteries simply can not compete. They generally weigh 5-6 times what a FSP battery system weighs, and are in some cases 4 times the physical size.

Amp Hour Capacity refers to a battery systems ability to supply one amp for one hour at a given voltage. FSP battery systems offer significant amp hour capacity for their size. Our 6.9 amp hour battery weighs just over 2lbs. Using this battery as an example, it can supply 1 amp for 6.9 hours at 13.8 volts. While this is significant capacity for a performance battery, it does have limitations. What this means is that the 700 gram battery system which starts and runs your GSX-R1000 will not be ideal for powering your LOJACK, Clock, Neon lights and other vampire accessories while your bike is not being used, if you do not disconnect the battery as suggested. This is important to understand as it will help to determine if this is a suitable choice for your bike. Our battery systems are designed for performance and race use. They are not deep cycle and storage batteries converted for performance use. Please see the sample use cases provided to gain a better understanding of our battery systems based on real world testing.

## Charging Your Battery

All FSP battery systems come fully charged and ready to install. Even if left on the shelf for 6 months your new battery system will be within 95% of full capacity. You do not need to charge your new battery system prior to installation.

Should you manage to discharge your battery somehow, you have a few choices to get it recharged.

1. Automotive type battery charger providing 5 amps for 15 minutes.
2. Return to your FSP dealer. They should have a FSP charger and will do this.
3. Buy a charger from FSP specifically designed to work with your battery system. If you are using a P3 or P4 in a total loss system, it is highly recommended that you also buy the FSP charger.

Other chargers are only to be used in an emergency.

Remember that once running, a motorcycle will mostly use the alternator/generator to power everything else on the bike; headlights, ECU, CDI, PC3, etc.

As a general rule this means that you should understand that you will have to pay closer attention to your FSP battery system than your average lead-acid battery.

**Why not use a Battery Tender?**

We strongly discourage the use of Battery Tender devices on all of our battery systems. Over time, these devices can damage your battery system. Consider what happens when you leave a cell phone on a charger all the time- the battery loses significant capacity and its lifespan is shortened.