

Choosing the Correct Full Spectrum Battery - Application Examples

2008 GSX-R600

Race only, Stock stator, Bazzaz FI, QS. WERA, CCS, AMA Daytona Sportbike.

This bike may be a candidate for the P1, the worlds smallest and lightest battery system. In temperatures above 50 degrees, this battery will work well. Do not idle this bike for extended periods of time as you will deplete the battery when the alternator is not charging the system.

Recommend removal of battery on cold evenings using Quick Disconnect. Keep battery inside where temps are warm. Reinstall battery in the morning and you will not have problems.

2008 GSX-R600

Street and occasional trackday.

This is not a good candidate for the P1. Starting in colder temperatures while powering headlights or HID's, taillights, etc, make this battery unsuitable. This bike should use the P2. The P2 will provide enough reserve capacity (overhead) to power all of this bikes devices even in less than ideal conditions.

2008 Ducati D16rr Desmosidici

Street only

On this model, the battery is located under the fuel tank. (MV Agusta F4 shares this design) The D16rr has a special electrical system which will drain any battery very quickly when not in use. I have seen the stock battery on this bike drained in less than 2 weeks when not on a battery tender. A FSP if left connected can be drained in less than a week, damaging the battery. If you are willing to use a Rip Cord or Quick Disconnect on this model this will work. If not, a stock battery with a tender may be a better option at this point.

2009 Ducati 1198s

Trackday, some street

On the big Ducati twin in this use case, we recommend the Pulse P3, using Rip Cord. Reach in through the side vent and disconnect after a day of riding. If you are planning on starting the bike on a cold morning, remember to remove the battery the night before as this bike will be difficult to start in temps below 50 degrees.

2009 Ducati 1198s

Race only

On the big Ducati twin in the use case the bike may be able to use the Pulse P2 with Rip Cord, if the rider/mechanic is willing to care for the battery properly, and the bike has a

stock charging system. Warmer climate also required for use of P2 in this application. Racing in Canada in April? This will not work for you.

2005 SV650

Race and street

Unless you are running a total loss system, you should use the P2 with a Rip Cord. This battery will start your SV, even after that 700cc piston kit and shaved head you installed. In rare cases, you may wish to consider a P3 to ensure that starting your monster SV first thing in the morning in April to get to tech wont be a problem.

2009 GSX-R1000

Race only

AMA American Superbike, WERA F1, CCS Unlimited GP. Traction control, QS, Data, Kit Stator.

This is a candidate for the P2 with Rip Cord. Careful attention must be paid to disconnecting battery when not in use. No extended idling as kit stator will not charge at low RPM, using battery only to power machine.