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How to use viking 4 amp battery charger

I bought one of them just after they came out a few years ago. I then bought another as a spare. Both were bought when they were on sale...about \$25. It seems the regular price on these is like the stock market, all over the place....\$37.99 last week, \$39.99 today. Go figure! Anyway the charger/maintainer has some great features and when they work as they should, you cannot beat the price. Unfortunately, the one I use doesn't seem to go into maintenance mode anymore. In fact as the days go on, the battery voltage decreases by about 0.1V per day. Its a good thing the unit has a voltmeter display, otherwise how would you know. I also ran a data recorder on it. I have since the graph below ran it again and it is no different. I will connect my "spare" Having worked with batteries and chargers, evaluating them at the government lab I worked in, these cheaper battery chargers are built to a price point. That would apply to a CTEK and Optimate, both of which I also have, as well as NOCO, Battery Tender, etc. BTW, the one of my CTEKs had the snap-action mode switch fail, a common problem as per YouTube. BTW, the best battery charger we tested is the Xantrex TrueCharge II, but it is meant for boats and RVs in that it needs a power cable wired to it. No big deal, but some may find that inconvenient. Earlier this year, I also bought a SOLAR Pro-Logix PL2320 charger/maintainer upon the recommendation of coworkers where I used to work (I'm retired now). A 6V/12V, 20A, 10A and 2A charger that handles AGM, GEL and STD batteries. Last edited: Dec 5, 2021 I pulled the batteries from the bikes last weekend and placed them on the Schumacher Battery tenders I like to use. They are 1.5 amp and have performed well over the years. Since Chris's accident his car has been sitting for over a year. I get out and drive it once a month or so, but every time I have to charge the battery and I could tell it is getting weak so I decided to get a battery tender for his car. Wouldn't you know it. Harbor Freight has a Viking Battery Maintainer that is 4 amps and has some really nice features. With the Harbor Freight coupon it was like \$30.00 US. I modified the cable to the battery so I could monitor the charger in the garage. It took about 16 hours of cycling for the unit to do it's job and go into maintenance mode. I disconnected it and started the car up and my gosh the battery cranked over the engine like a beast. I mean I did about 6 hours on 10 amps with my charger and it barely cranked over. Short term the Viking is a great unit. I love the fact that you can see what it is doing with the meter, although reading reviews online people do not understand the process and it is too much information for them. The instructions are crap. Anyway, for the price this is a great unit. Harbor Freight seems to have gotten this right. Microprocessor technology gives this 12 volt car battery charger the power to charge most 12V batteries including deep-cycle, gel and AGM batteries. Fully automatic microprocessor control feature adjusts the amperage rate to charge and maintain batteries quickly and safely with one press of a button. High frequency current pulse can be used to recharge car batteries that are weak, sulfated or deeply drained. Microprocessor control adjusts current to match battery type and condition High frequency technology is over 20% more efficient and over 50% lighter than conventional charging systems Winter mode for specialized battery charging in winter weather conditions Large easy-to-read LCD display shows readouts for Charging Mode, Battery Capacity, Battery Voltage, and Charging Faults Automatically switches to maintenance mode when battery is charged Heavy duty 7 ft. 14 gauge cables This item is subject to a 20% restocking fee Showing 1-10 of 42 questions Sort by Most Helpful first Newest first --Previous 1 2 3 4 5 Next--

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