



VintageCharger

FAST-CHARGING USB PORT FOR
VINTAGE AUTOMOBLES

Owner's Manual

Thank you for purchasing the VintageCharger! The VintageCharger allows Antique, Vintage, and Classic cars to Quick, Fast or Super-Fast charge most USB-A and USB-C devices, such as mobile phones, tablets, USB Batteries, and GPS devices that charge with either a USB-A or USB-C charging cable.

For many older vehicles, the only option for USB charging is a cigarette light adapter USB charger. While this works great for many classic cars with a 12-volt negative ground electrical system and a standard-size cigarette lighter port, this is not always an option on many older antique and vintage vehicles for one or more of the following reasons:

- 6-volt Electrical System
- 9-volt Electrical System
- Positive Ground Electrical System
- No cigarette lighter port
- Non-standard cigarette lighter port size
- Non-standard cigarette lighter port pin layout
- Does not want the USB charging port visible

The VintageCharger does not utilize a vehicle's cigarette light port. It is connected directly to the car's electrical system. This allows it to be mounted in locations that are either more convenient or less visible and does not obstruct the use or look of any existing cigarette lighter port.

The VintageCharger works with any DC electrical system that is 6-volt through 18-volts and, when installed correctly, supports both negative ground and positive ground vehicle electrical systems.

This allows the VintageCharger to work with almost all Pre-War and Post-War automobiles, tractors, RVs, and boats.

Unlike cheap USB chargers that just supply 5 volts and typically can only charge at 500 milliamps (2.5 watts) to 1 amp (5 watts) and require 12-volt input, the VintageCharger smart charging technology can vary the voltage supplied to supported devices and supply up to 60 watts of charging power (depending on input voltage and supported charging protocol).

Please see the *Operation and Usage* section for additional information.

For the PDF/Online Color Version of this Manual, please scan this QR Code with your phone camera.



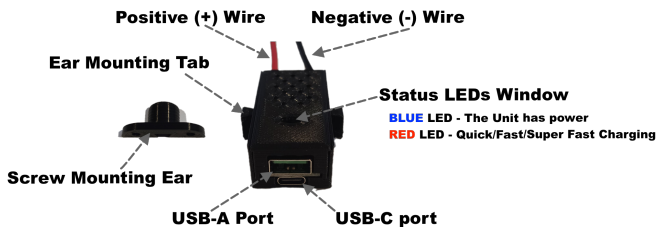
Package Contents

- 1 - Owner's Manual
- 1 - VintageCharger Unit
- 2 - Screw Mounting Ears
- 4 - #6 x 3/4" Screws
- 1 - #8 x 3/4" Screw
- 1 - Double-Sided Adhesive Mounting Pad
- 1 - Alcohol Cleaning Pad
- 2 - Ring Terminals

Possible Installation Tools and Supplies Needed

(not supplied)

- Test Light or Multi-meter
- Crimping Tool
- Phillips Screwdriver
- Power Drill
- 7/64" Drill Bit
- Electrical Tape
- Wire Cable Ties
- Butt Connectors
- 18 AWG wire
- Heat-Shrink Wire Insulation
- Flashlight



Installation Instructions

But first, the legal stuff:

The VintageCharger, its selling company, owners, employees, or selling agents are not liable for any damages, injury, or death resulting from this product's use or misuse. By installation and use of this product, you hereby acknowledge, do hereby release, and forever discharge that VintageCharger, including their agents, employees, successors and assigns, and their respective heirs, personal representatives, affiliates, successors and assigns, and any and all persons, firms or corporations liable or who might be claimed to be liable, whether or not herein named, none of whom admit any liability to the undersigned, but all expressly denying liability, from any and all claims, demands, damages, actions, causes of action or suits of any kind or nature whatsoever, which now have or may hereafter have, arising out of or in any way relating to any and all injuries and damages of any and every kind, to both person and property and also any and all injuries and damages that may develop in the future, as a result of or in any way relating to the liability.

If you do not agree to the above terms and release of liability, please return the unused product for a refund.

Please thoroughly read these instructions before installing and using the VintageCharger. Failure to do so may damage the VintageCharger, the device you are charging, the vehicle, or a person using the charger.

While the VintageCharger is a simple two-wire installation, a qualified automotive mechanic with experience in vehicle electrical systems is recommended to install it.

Before installation in any vehicle, it is recommended that the battery be disconnected, appropriate safety protection be worn, and procedures followed. On vehicles with airbags or other related safety systems, please consult the manufacturer owner's manual on how to disarm those devices.

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Mounting the VintageCharger

The VintageCharger may be mounted inside the vehicle's passenger compartment in various locations. Common locations are along the bottom edge of the dashboard, center console, or glove compartment.

It must be mounted in a location that does not interfere with the safe operation of the vehicle and kept far away from sources of heat or moisture. Damage caused by moisture or heat is not covered by warranty.

The unit may be mounted in any orientation. When mounting, one of the unit's larger surfaces (top or bottom) mustn't be obstructed to allow for any component heat to vent.

The unit may be mounted with the included double-sided tape or by using the included screws and mounting ears.

The small holes located around the case of the VintageCharger are the ventilation of the internal components.

The larger oval hole is the Status Window, which displays the charging status. If desired, when mounting, orient the VintageCharger so this window is visible.

Mounting with Double-Sided Tape:

The surface being mounted to should be clean, flat, and smooth for the tape to adhere correctly. Otherwise, the tape may fail to adhere or stay adhered. Clean the mounting surface with the alcohol pad and allow it to dry.

Remove the white backing on the double-sided tape, apply the tape to the top or bottom of the VintageCharger, and allow it to set for a minimum of ten minutes. Remove the red protective film from the other side of the tape and press the tape against the pre-cleaned surface to be mounted. It should be held in that position for several minutes to allow the adhesive to adhere correctly. No pressure should be put on the unit for at least 30 minutes to allow the adhesive to cure.


Mounting with Screws:

Attach the two screw-mounting ears to the sides of the VintageCharger. They may be installed either from the top or the bottom depending on the preferred orientation of the unit and the surface being mounted to.

With the VintageCharger held against the surface to be mounted, mark the location of the holes in the screw mounting ears with a felt-tip pen or marker. Verify that the backside of the chosen mounting location is free from any obstruction, wiring, or vehicle components that could become damaged from the installation of the screws. Drill the marked locations using a power drill with a 7/64" drill bit. Using a Phillips screwdriver, install the screws through the holes in the screw mounting ears into the drilled holes. Screws should just be snug. DO NOT OVER-TIGHTEN, as this may cause the screw mounting ears to crack or break.



General Wiring Overview

The VintageCharger only requires two wires to be hooked into a vehicle's electrical system. The **red wire** extending from the back of the VintageCharger always gets connected to a source that is connected to the Positive (+) battery terminal. The **black wire** always gets connected to a source that is connected to the negative (-) battery terminal, regardless of whether the vehicle is 6 or 12 volts or if the vehicle is negative or positive ground . A source may be existing vehicle wire or the metal structure of the vehicle.

Failure to connect the wires correctly may damage the VintageCharger, vehicle, device being charged and/or the person installing or using the VintageCharger.

The red wire contains an inline fuse holder containing a 3.1 amp 5x20mm glass fast-blow fuse. This fuse should not be bypassed or replaced with a higher amperage-rated fuse for any reason.

Wire(s) may need to be extended depending on the location mounted and the location of the wire sources. When extending wire(s), please use the appropriate gauge wire (18 AWG or larger diameter) and insulated connectors. When connecting a wire to a terminal post, screw, or fastener, a ring-style terminal should be used. All wires should be cable-tied to secure and prevent wires from interfering with the vehicle's operation. All connections should be made with crimp or solder-style terminal connectors. Shrink tubing insulation or electrical tape should be used to properly insulate any connections.

Running a ground wire (not supplied) back to a common grounding point or the appropriate terminal on the battery may be necessary on vehicles with a fiberglass or composite body.

When installing the VintageCharger, it must be done in a way that neither it nor the wiring interfere with the vehicle's controls or the safe operation of the vehicle.

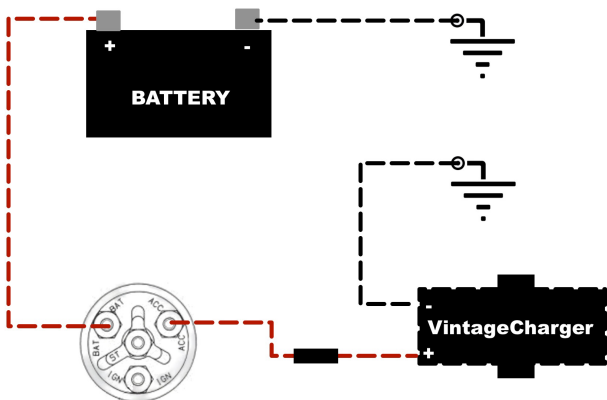
The following pages contain typical installation scenarios based on standard vehicle electrical system ground polarity. Please consult your vehicle owner's manual or wire diagrams for information and locations described below.

Vehicles with a negative (-) ground electrical system

This covers most vehicles from the mid-1950s to the present. Please verify with your vehicle owner's manual.

The **red wire** from the VintageCharger should be connected to a 6v or 12v (+) switched source. This is any source that is a closed (connected) circuit when the car is either in the *ON, RUN, IGNITION, or ACC(ESSORY)* position on the ignition switch. This source should be an open (un-connected) circuit when the vehicle is off. A typical point for this source is a terminal on the back of the ignition switch or the vehicle's fuse panel. Use a vehicle test light or voltmeter to verify that this source is switched and only supplies power when the car is on.

The **black wire** from the VintageCharger should be connected to the vehicle ground \perp , this is typically a clean, bare metal spot on the vehicle body. Where required, a hole drilled and an appropriate screw or faster may need to be used to secure the wire with an attached ring terminal. A #8 x 3/4" screw is supplied if needed.

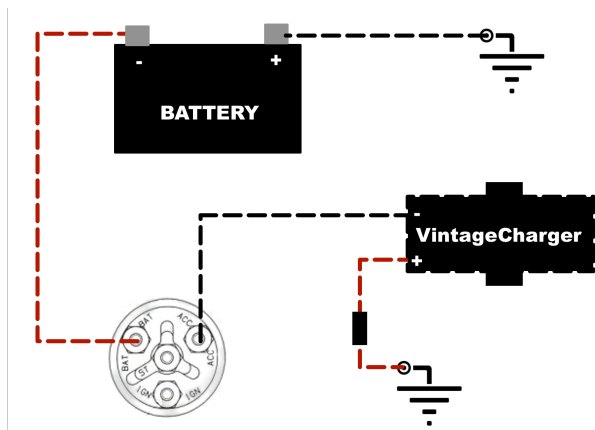


Vehicles with a positive (+) ground electrical system

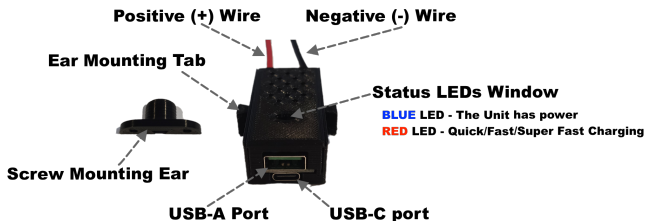
This covers most vehicles from the mid-1950s and earlier. Please verify with your vehicle owner's manual.

The **black wire** from the VintageCharger should be connected to a 6v or 12v (-) switched source. This is any source that is a closed (connected) circuit when the car is either in the *ON*, *RUN*, *IGNITION*, or *ACC(ESSORY)* position on the ignition switch. This source should be an open (un-connected) circuit when the vehicle is off. A typical point for this source is a terminal on the back of the ignition switch or the vehicle's fuse panel. Use a vehicle test light or voltmeter to verify that this source is switched and only permits power when the car is on.

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Operation and Usage



The VintageCharger supports the following Quick, Fast and Super-Fast charging protocols.

- Qualcomm QC2.0, QC3.0, QC4+
- USB PD 3.0 (PPS)
- Apple 2.4A
- Samsung AFC
- Huawei SCP/FCP

Some charging protocols are only supported when using the USB-C port and a high-quality USB-C cable. If a device (phone, tablet, GPS, etc) does not support one of the above protocols, it will fall back to standard USB charging rates. (Blue LED only)

The VintageCharger can deliver power up to one (1) volt below the operating voltage of the vehicle (max 24 volts). A typical 12-volt car delivers approximately 13.5 volts when running, which means the VintageCharger can provide up to 12.5 volts of charging output based on the supported device protocol. A typical 6-volt car delivers approximately 7.2 volts when running, so the VintageCharger can only provide a maximum of 6.2 volts of charging output based on the supported device protocol. Based on the maximum output voltage, some devices may only support a specific charging rate. For example, a phone may charge at the Super-Fast rate on a 12-volt car, but the same phone only charges at a Quick or Fast rate on a 6-volt car.

When two devices are plugged in (one in the USB-A and one in the USB-C ports), the VintageCharger will only charge at the normal (non-fast) charging rate for both ports. For the fastest charging experience, it is recommended that only one device be plugged in at a time and the USB-C port be used.

The small holes located around the case of the VintageCharger are the ventilation of the internal components. The larger oval hole is the Status Window, which displays the charging status. A **BLUE** LED indicates the VintageCharger has power; a **RED** LED indicates that a device is charging at a Quick, Fast, or Super-Fast rate.

Any device plugged into the VintageCharger should be adequately secured when using the vehicle.

Troubleshooting

The device is not charging:

- Verify that the BLUE status LED in the status window is on. If not, see the section below.
- Verify the condition and quality of the charging cable being used. Try a different cable.
- Check both the charging ports on the VintageCharger and the device for dirt or debris. Clean as needed.
- Verify both ends of the charging cable are fully seated in their respective ports.

The device is not Quick/Fast/Super-Fast Charging:

- Verify that the device supports one of the above charging protocols supported by the VintageCharger.
- Verify that the charging cable is either the original OEM-supplied device charging cable or is certified to support the charging protocol. Some cheap charging cables only provide power and do not negotiate with the device on the data pins. These types of cables do not support many of the fast-charging protocols. Other cables may use very thin internal wiring and are unable to supply the increased voltage needed to support the faster charging protocols.
- When using the VintageCharger on a 6-volt vehicle, the vehicle cannot supply the higher voltages needed to support Super-Fast charging. Most 6v vehicles (7.2 volts running) should allow for Quick and Fast when the vehicle is running. Super-Fast charging requires at least 12 volts.
- Using the USB-A instead of the USB-C port. Many of the faster charging protocols are only supported using the USB-C port with a certified USB-C cable.
- When two devices are plugged in, the VintageCharger will only charge at the normal rate on both ports.
- The device's settings do not allow faster charging rates. Please verify that any settings in the device allow faster charging rates.

The BLUE LED does illuminate:

- Verify the vehicle ignition is turned to the ON/RUN/IGNITION/ACC(ESSORY) position.
- Verify that the in-line fuse on the red wire is not blown. If it is, replace it with a 3.1amp 5x20mm Glass Fuse.
- If the fuse is good, and the VintageCharger is receiving power, no LED status lights are shown, then some type of damage, surge, or water intrusion, the unit will need to be replaced.

The VintageCharger keeps blowing fuses:

- Verify all the wiring is correct per the installation instructions.
- Verify none of the wiring has become damaged.
- Unplug any devices connected to the VintageCharger and replace the fuse. If the fuse blows immediately, then some type of damage or water intrusion, and there is now an internal short in the VintageCharger, and the unit will need to be replaced.

If the fuse blows after plugging in a device:

- Check the ports on both the device and the VintageCharger for liquid, moisture, or debris that may be causing a short.
- Check for a damaged charging cable and try a different cable.
- Try using the other charging port.
- The device may be damaged, and an internal short is now happening, blowing the fuse on the VintageCharger. Try charging the device somewhere else to verify it's functional.
- The device could be exceeding the amperage of the fuse.

For additional help or support, please visit our website at VintageCharger.com

Warranty

The VintageCharger is warranted against defects in materials and workmanship for a period of thirty (30) days from the date of original purchase. This warranty does not cover damage caused by misuse, accident, or unauthorized modifications or damage from attached devices or cables, sub-standard installation, water/liquid intrusion, or exposure to severe temperatures. Warranty is limited to the replacement of the VintageCharger unit only. The original unit must be returned for any warranty claim. The cost of return shipping is not covered under warranty and is the claimant's responsibility.

The warranty is void if the unit is opened or tampered with in any form.