

## QUICK TEST

→ NARVA EXTREME DRIVING LIGHTS

# TO THE EXTREME


The second-generation Narva Extreme driving lights are a lot better than the first. For starters, the latest Extreme looks better, with the protective steel frame around it also being cut and welded better. Narva has also solved the waterproofing issue (with a Gore-Tex breather) which plagued some of the previous units.

The light's protective frame is rigidly mounted to the vehicle by three bolts and the lamp is suspended from three points within the surrounding frame. The use of heavy-duty rubber grommets at each mounting point helps protect the lamp from vibration and heavy impacts, while the adjusting screws and knob allow

for quick, easy and reliable aiming of the beam.

You can get these lights with a 100-watt halogen globe or 35-watt Xenon HID globes, the latter having more light output for less power drain, while the range of the beam is longer. HID lamps take a few seconds to reach their maximum brightness when they are first switched on, but these Narvas with their inbuilt Generation 5 ballasts, come up to full brightness from dead cold, very quickly. After dipping for on-coming traffic, the light is almost instantaneously at full brightness.

We've had the Extremes on our Patrol for nearly a year and run them in all sorts

of conditions. The glass-reinforced nylon housing and surrounding frame ensures they are tough enough to meet any challenge – like busting through scrub on a completely overgrown track. They not only throw an excellent beam pattern (we have a broad beam lamp on the near side and a pencil beam on the driver's side), they haven't needed any alignment since first setting them up. What more could you ask for? 

### → PRICING

■ \$759 each (Halogen units \$259 each)

### → CONTACT

■ narva.com.au



## QUICK TEST

→ REDARC SMARTSTART BATTERY ISOLATOR


# GET SMART

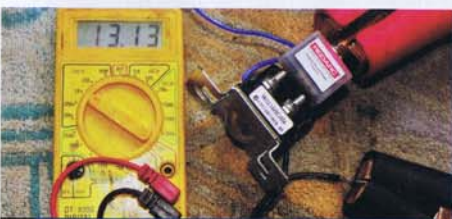
This microprocessor-controlled battery isolator is relatively small, yet easy to install and offers several advantages over the basic battery isolators that you'll find around. And while it is simple and small, it has been designed to be used on the latest vehicles that run modern electrical systems.

Like most battery isolators, the SmartStart monitors the voltage of the main battery, and when it reaches a predetermined level (normally 13.2 volts) the solenoid operates and connects the auxiliary battery to the system. When the system voltage drops to 12.7 volts, the solenoid disengages, disconnecting the main battery from the auxiliary.

It can be wired for a standard dual battery installation, or slightly different if you are towing a van or camper. There is also an option for an override switch allowing both batteries to be connected

together if you have a problem with your main battery on starting, and likewise when using a winch.

Designed and built in Australia the unit is fully surge protected with an LED light to indicate when the solenoid has been activated. The Redarc SmartStart Battery Isolator comes with a two-year warranty. 



### → PRICING

■ \$165

### → CONTACT

■ redarc.com.au

