

IMPORTANT INFORMATION

INITIAL FILLING & CHARGING DRY BATTERIES / MAINTENANCE OF WET BATTERIES for CLASSIC VEHICLES

If the battery is supplied Dry & you do not intend to use the battery for some time, keep it in the dry state - the life of the battery begins with the addition of acid. Store dry batteries in a cool dry place.

The Battery acid supplied with the battery is the correct gravity for filling and **needs no dilution**. If you are taking the battery to be filled elsewhere ensure the specific gravity is 1.280. Do not fill it more than 1/4 inch above the battery plates. As the battery soaks, the electrolyte level may fall below the plates. Top up with Battery acid until covered by 1/4 inch (10mm). Once the battery is in service top up with deionised water if needed.

Within one hour of filling ensure that the battery goes on charge, using a suitable charger, as a rule of thumb the charger Amp rating should be 10 to 12% of the Ah rating on the battery. It is advisable to lightly smear the terminal areas with petroleum jelly- not grease.

ONCE THE BATTERY IS WET

Chargers The charger being used should have an Amp rating of between 10 & 12% of the Ah rating of the battery being charged. A "conditioning" charger works differently and is not suitable for the initial first charge or recharging the battery from a discharged state. Smart chargers are ideal as they are able to check the battery condition, and to supply automatically a controlled charge that will charge the battery in the fastest time without damaging it and without overcharging it at the end of the charge.

If the battery is not being used for a long period of time it will self-discharge. Charge every 6-8 weeks.

Chargers and Maintainers are available.

The battery should be disconnected if the vehicle is not being used for long periods in order to prevent any parasitical load from the vehicle, **however be aware that disconnecting the battery from the vehicle will only slow down the discharge rate, the battery will self-discharge over a period of time even when disconnected from the vehicle**. Remember to charge the battery periodically & refresh before reconnecting. Batteries left discharged over long periods will become irreversibly sulphated and unserviceable. Sometimes they may have voltage but will have lost their capacity.

Always observe safety precautions

What if I experience problems?

The majority of apparent battery problems are use/abuse related and not manufacturing faults.
A discharged battery is often a symptom of a fault & not the fault itself.

a few simple tests:

1. Battery has low voltage, check all cells with a hydrometer, if all cells read low the battery needs recharging. If one or more cells read much lower than the rest you may have a battery problem.
2. The battery has gone flat whilst fitted to the vehicle within a few days/hours. There could be a drain on the electrical system – check for a parasitical load.
3. Your battery won't recharge. If the battery is heavily discharged always use a good quality charger with, an effective charging current, or it will not recharge, If the electrolyte is discoloured brown/black in all cells then the battery has probably reached end of life, if the battery will not hold its charge, Or if the electrolyte is discoloured or milky in appearance the battery has probably sulphated and will not be recoverable.

Remember: you are dealing with a classic vehicle, and the electrical system is possibly not what it was!
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