

will indicate their condition. Hydrometer readings should be: Charged – 1.280/1.300; Half-charged – 1.210; Discharged – 1.150. These figures apply to a temperature of 60°F (15.6°C).

A partly discharged battery can be restored to full efficiency by the use of an external battery charger. Take great care that the cables from the charger are connected to the correct battery terminals before plugging in to the mains supply.

WARNING. Never try to restart an engine while an external battery charger is connected to the battery. When disconnecting the charger, first switch off at the mains.

Fuses. The fuses are in two clusters with push-on covers, and are on the floor of the front compartment adjacent to the bulkhead 'A' (Fig 41). There are eight operational fuses, seven rated at 35 amp and one rated at 25 amp, together with three spare 35 amp and one 25 amp fuse. Six operational and two spare fuses are in each cluster.

A blown fuse immobilises all units in its particular circuit. Before renewing a blown fuse, inspect wiring and electrical units for obvious faults. If the replacement fuse blows, the reason should be investigated, and if necessary referred to a competent auto-electrician. Always use a replacement fuse of the same rating as the faulty fuse it replaces; the rating is marked on each fuse.

There is also a line fuse below the relays on the bulkhead for the aerial operating motor; this is rated at 10 amp. Fuses for the radio or cassette player are under the cowl of the fascia. They are accessible after

detaching the cowl (one central bolt to the right hand side of the steering column. Ratings are: Radio – 2 amp; cassette player – 3 amp.

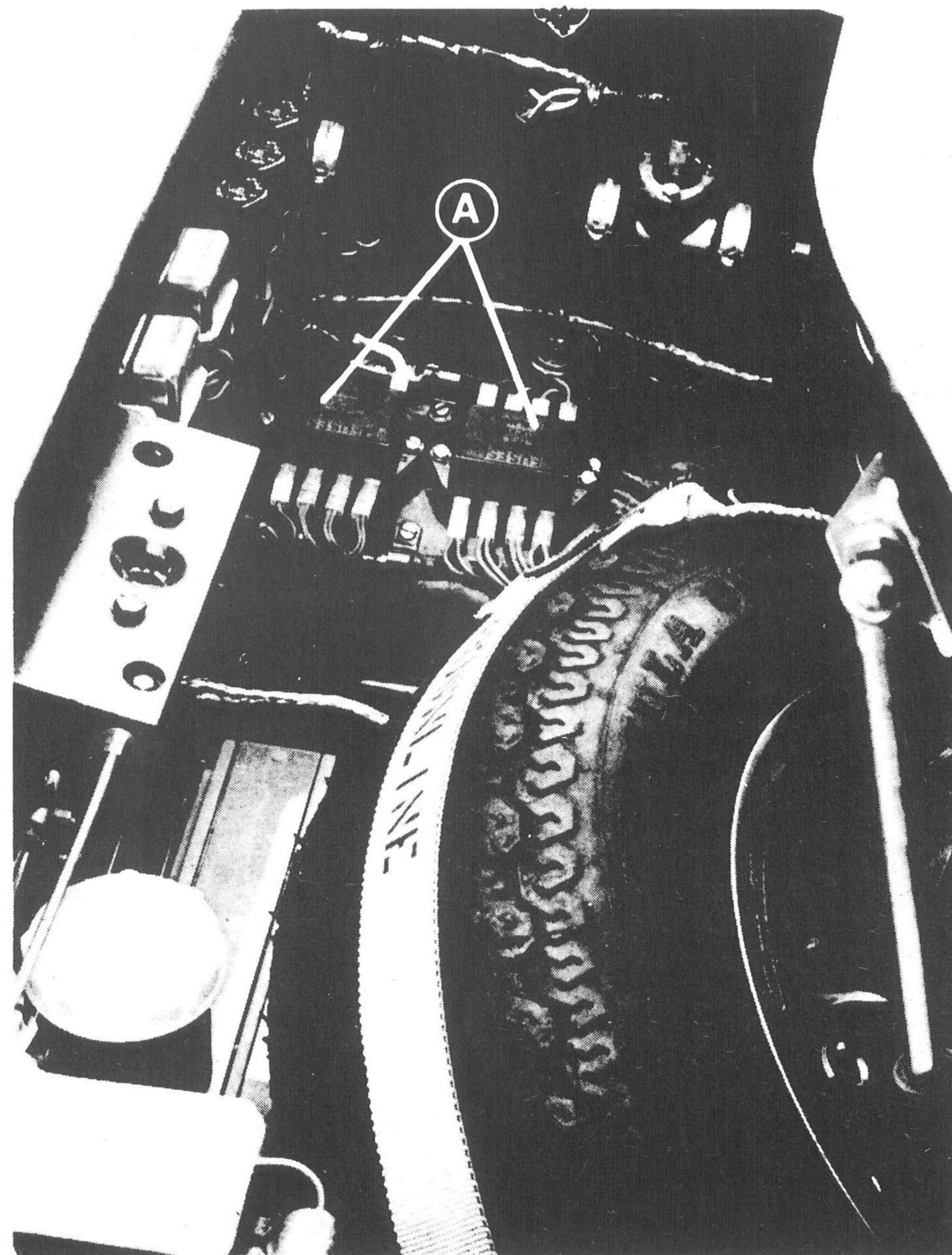


Fig 41