

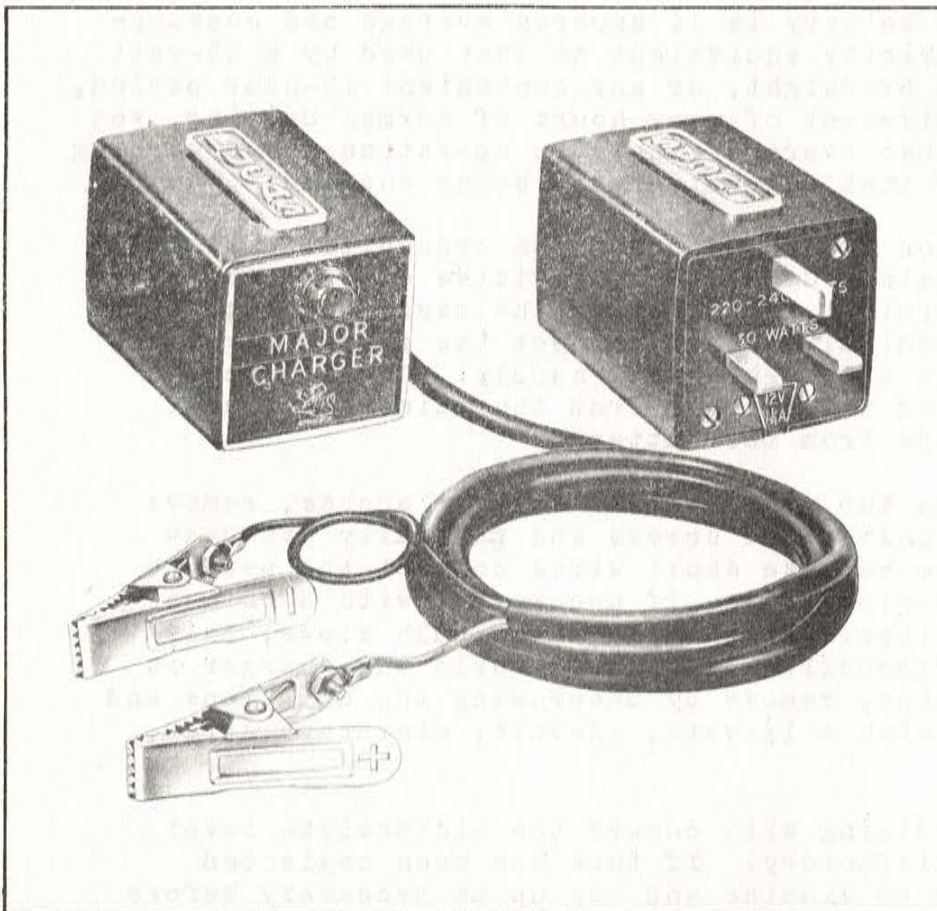
Service Bulletin

JOSEPH LUCAS (SALES & SERVICE) LTD.
GREAT HAMPTON STREET BIRMINGHAM 18

SB/BT/43
MAY 1965

L U C A S

MAJOR - CHARGER



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12-Volt 1½ ampere

Battery Charger

Despatch Number

542 856 79

The Major-charger has been developed to provide motorists with a convenient means of maintaining the charge in their car battery or restoring it after frequent heavy current demands. The latter may arise from standing in congested traffic with many lamp and accessory circuits in use. Cold starting in addition makes searching demands on the battery.

The illustration shows that the Major-charger has its own built-in supply plug consisting of the three-pin, 13-ampere type for connexion to a 220-240v a.c. supply. The mains supply is transformed and rectified to 12v d.c. by a transformer of the highest grade

as used in telephone engineering and a rectifier built of the same materials used in the latest high-grade transistors. These qualities have made possible the production of a compact, dependable battery charger whose overall size is only $4\frac{1}{4}$ inches x $2\frac{3}{8}$ inches x $2\frac{1}{4}$ inches. The charger is supplied with eight feet of lightweight cable with crocodile clips. Simplicity in design has been the keynote and the result is a battery charger which is easy to apply and small enough to carry in the car for use whenever it is needed and wherever a suitable supply source is available.

Output to a 12-volt battery is $1\frac{1}{4}$ amperes average and consumption of mains electricity equivalent to that used by a 25-watt bulb. When applied overnight, or any convenient 12-hour period, it provides the equivalent of many hours of normal driving, yet is not enough to cause overcharging. In operation a red warning light glows to show that the battery is being charged.

To place a battery on charge, connect the crocodile clips over the existing terminals. Connect the positive clip to the positive battery terminal and likewise the negative clip to the negative battery terminal. Then connect the charger by means of the three pins to a 220-240v a.c. supply. To terminate a charge, always unplug the charger from the mains first and then remove the clips from the battery.

A fuse is located on the pins' base. To gain access, remove the two diagonally positioned screws and partially withdraw the base; take care because short wires connect the base to the transformer. Replace fuse, if necessary, with a $\frac{3}{4}$ -inch 2-ampere cartridge type. If the indicator bulb blows, this will occur if the crocodile clips touch while the charger is plugged into the mains, remove by unscrewing the bulb lens and bulb and replacing with a $1\frac{1}{2}$ -watt, 12-volt, miniature screw type.

Routine battery servicing will ensure the electrolyte level in each cell is satisfactory. If this has been neglected it may be advisable to examine and top up as necessary before commencement of charge. Application of the charger in itself produces no significant water loss and, due to the low charge rate, ($1\frac{1}{4}$ amps) no appreciable amount of gassing will take place; the vent plugs being quite capable of venting that which does occur.

The manifold or vent plug can therefore be left in place.

WARNING Smoking or the use of a naked flame near to a battery on charge and giving off an inflammable gas is dangerous.