

- (7) After engine is started or if engine fails to start, cables must be disconnected in following order;
- (a) negative cable at alternator bracket,
 - (b) negative cable at negative post on booster battery,
 - (c) cable between positive post of both batteries.
- (8) Remove cloths from both batteries.
- CAUTION: Cloths that have been exposed to sulfuric acid fumes and should be thrown away.**
- (9) Install vent caps on batteries.

ASSIST (JUMP) STARTING WITH PORTABLE STARTING UNIT

There are many types of these units available. Follow instructions of their manufacturer for necessary precautions and operation. **CAUTION: However, it is very important that their operating voltage does not exceed 16 volts because damage to battery, starter motor, alternator or electrical systems may occur.**

MAINTENANCE FREE BATTERY

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GENERAL INFORMATION

A new, smaller physical size, 430 amp (cold crank rating), maintenance-free battery replaces the previously-used 440 amp battery (Fig. 18). The battery is standard equipment with 440-3 CID engine vehicles and optional on most other vehicles. The maintenance-free battery is, as the name implies, totally maintenance free and has no removable battery cell caps. **Water never needs to be added to the maintenance-free battery.** The battery is completely sealed, except for small vent holes in the cover. These

vent holes allow what small amount of gasses are produced in the battery to escape. The special chemical composition inside the battery reduces the production of gas to an extremely small amount at normal charging voltages. The battery contains a visual test indicator which signals when an adequate charge level exists (green indicator), when charging is required (black), or when replacement is required (yellow). The battery is of polypropylene construction. The maintenance-free battery has a strong ability to withstand damaging effects of overcharge.

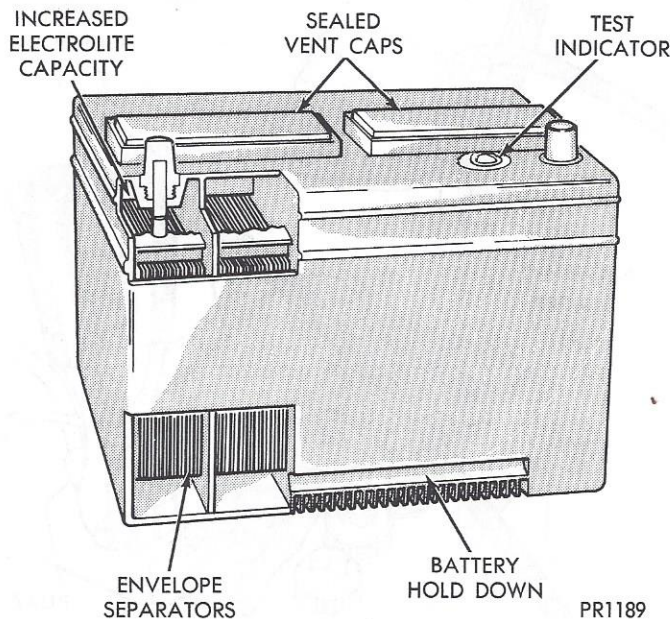


Fig. 18—Maintenance Free Battery

BUILT-IN TEST INDICATOR (HYDROMETER) (Figs. 19 and 20)

The test indicator is to be used with accepted diagnostic procedures **only**. It should not be used to determine if the battery is good or bad, or charged or discharged. The test indicator is a **built-in hydrometer** in one cell and provides visual information for battery testing.

It is important when observing the test indicator that the battery be relatively level and have a clean top to see the correct indication. A light may be required to view the indicator.

Under normal operation conditions, two indications can be observed:

(1) **Green dot visible in viewing port**

Any green appearance is interpreted as a "green dot" and the battery is adequately charged for testing. On rare occasions following prolonged cranking, the green dot may still be visible.