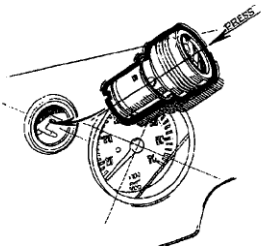




### How to connect up a battery conditioner in an MG V8

During a call from an enthusiast who had just bought an RV8, he enquired whether a battery conditioner like an Accumate could be connected to the power socket in an MG V8 as a simple and convenient way of maintaining the battery condition and charge when the car is parked in a garage for a while.

With the **MGBGT V8** model it is very convenient to connect an Accumate to the power socket in the lower part of the radio console because the socket is permanently live and is able to cope with the low charging rate of the conditioner.



Similarly with the **RV8** the power socket is live at all times (through Fuse 8 – see a copy of the wiring [diagram](#)) but note if you have, or a previous owner has, fitted a battery isolator switch, the socket is probably not live when the battery isolator has turned off the battery. However on page 22 of the Owner's Handbook AKM7144 there is a note alongside

the sketch of the socket noting the cigar lighter only operates with the starter switch at position "I" or "II" but Nic has checked on his early RV8 and says the socket is live.

Both Accumate and CTEK, another leading battery conditioner brand, offer special plug leads with the necessary plug for connecting their conditioners to a cigar lighter or power socket and Halfords offer a fused 5 amp cigarette lighter plug and lead if you wish to make up your own connecting lead.



A reassuring feature of having a lead set up to run from the conditioner to the power socket, by passing over the top of a side window, is it provides a **very visible reminder the conditioner is connected to the car** before you drive out of the garage!



Accumate offer a special plug lead for connecting their conditioner to a lighter/power socket for £12.99 including VAT – see their [webpage](#)



Halfords supply a **CTEK Cigarette Plug Adapter** for £7.99 – see their [webpage](#).



Halfords offer a fused 5 amp Cigarette Lighter Plug for £3.99.

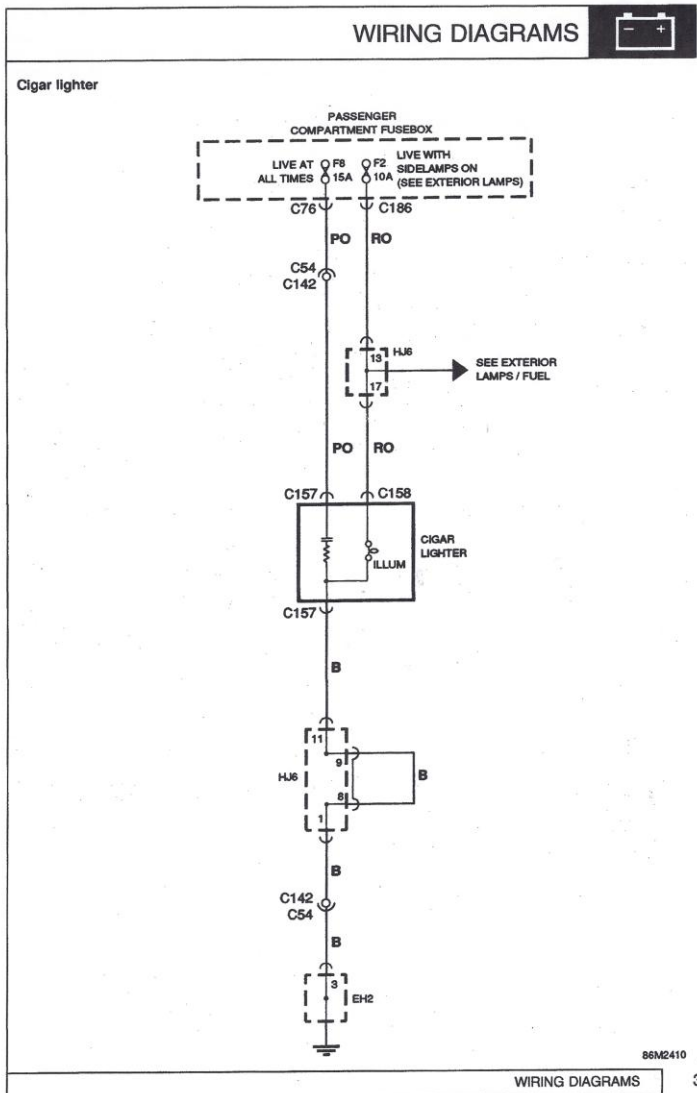
### How does an Accumate work?

The Accumate information [webpage](#) says "the operation of Accumate is completely automatic. It uses a 1.2A constant current charge as the main stage, while monitoring the battery voltage. When this reaches a pre-set cut off point, it then switches to an intermediate constant voltage 'float charge'. Only when Accumate has detected that the battery is properly charged will it switch to the final stage for correct long-term battery maintenance and indicate a green LED on the face of the device. If at any time Accumate detects that the battery has discharged, it will automatically revert to

the constant current stage. Do not be fooled by other similar compact chargers of the same price range, which do not have the complex circuitry to safely charge batteries over long term periods". They mention the key features: it's a **versatile four step automatic charger** of all modern and classic 6 and 12V lead acid batteries up to 75Ah – filler cap types, absorbed acid "MF" for motorcycles, valve regulated (VRLA) and gel-electrolyte types.

They add it's easy to use, simply select 6 or 12V output according to the battery type and then connect to the battery, it has comprehensive and intelligent LED indicators showing AC power on, the battery voltage selected, a wrong polarity connection, when it is charging and a green LED when it is in maintain mode (charge completed and monitoring). There is no risk of overcharging.

**Victor Smith** said he has had reports from many members they have used an Accumate for years with an MG V8 or other classic cars and it has worked well. In my case, each time I pass through the garage I can see the green monitoring light on the Accumate is on and occasionally an orange light indicating it has detected a need for a top up charge.



[See a full A4P PDF copy of this diagram.](#)

Any prices mentioned were correct when the article was prepared but may subsequently change.