



V8
Register
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Connecting a battery conditioner

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 the power socket in an RV8 is live at all times (through Fuse 8) 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.

If you have a security system like an alarm or a tracker permanently installed there is a very slight drain on the battery but this is easily covered by the conditioner.

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!

Stubborn stalks

The column mounted stalk controls on an MGB or derivative are prone to stubborn and erratic smooth operation as they age and a tip Nic Houslip has found useful over the years is the application of WD-40 on a

relatively infrequent basis (say twice annually) is beneficial to all switches in cars. As well as providing lubrication for moving parts it also displaces water from metallic surfaces and dries to a thin oily film that prevents corrosion from moisture in the air from condensation. Also the lubrication provided by WD-40 minimizes the forces involved in operating the stalk switch and any chance of breakage.

There is more information at www.v8register.net/more.htm