

Workshop 12

+ Battery terminals connector problems

Terrano 2 1996 2.7Tdi SWB Extreme

Symptoms (Some signs of high Resistance battery connection)

Engine turns over but won't start.

Complete fail of electric's i.e. no dash warning lights.

Prior to the above events, this engine wanted to stall when accelerator lifted off, and clock displaying the wrong time.

My T2 as a battery with round terminal posts, to allow the very thick starter wire to be bolted to the + battery terminal, a converter bracket (scrap junk) as been used (See Picture 1)

Due to the design of this piece of kit and the direction of the vibration of the engine it as cracked in such away as to remain connected but only with poor electrical contact.

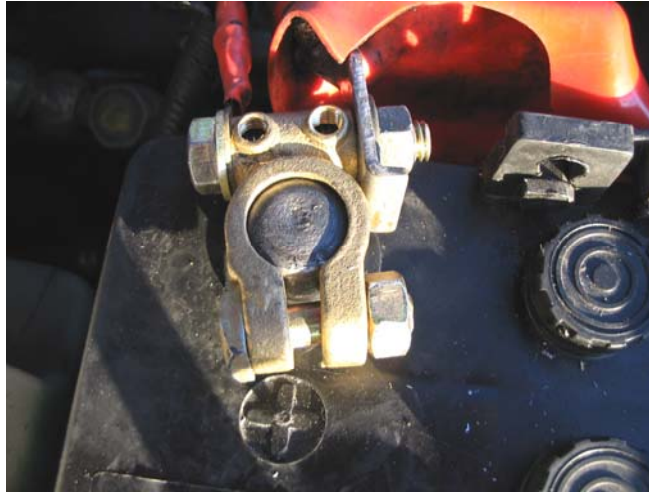
Picture No1



My solution

Visiting my local motor factors, a standard battery positive post clamp and 8mm nut bolt & washers were purchased. (See Picture No2)

Picture No 2



Assemble the post terminal 8mm nut and bolt as pictured above. taking care regarding the natural lie of the cable and vibration of the engine, also this connection will be required to pass 100's of amps on starting, therefore the mating surfaces need to be as large as possible, filing down the edges of the post clamp, that's the bit where the head of the bolt (that on the left in picture above) touches the clamp, and were the spade from the starter wire touches the clamp (that's on the right in picture above) to provide good mating surfaces is good engineering practice, what i believe to be the charging lead (much smaller in diameter is connected under the bolt head on the left in the above picture).

I also changed the negative terminal (picture No3) just in case, though this does not suffer as much movement as the positive terminal.

Picture No 3



Remember to unlock all the doors before disconnecting the battery and grease up the battery terminals afterwards to protect them from corrosion.

Written By 4x4eyes
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