

INSPECTION OF CLAMPS AND MAINTENANCE OF LEADS

A visual inspection of the clamps can give an indication as to why the *Power Pack* may have failed. The customer may have reported the failure as having no power. This could be due to the cable having pulled out of the brass jaw. (*Fig 1*)

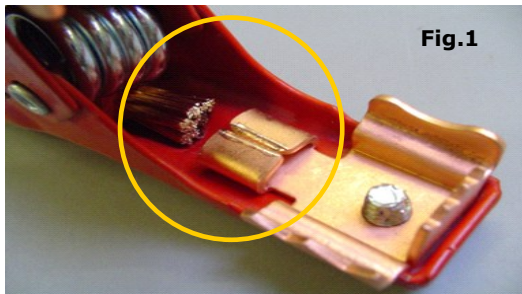


Fig.1

This problem is easily rectified.

1. Disconnect the lead from the *Power Pack*.
2. Unscrew and remove the jaw.
3. Open the brass cable-retaining lugs.
4. Insert the cable.
5. Close up the lugs onto the cable using a hammer or vice.
6. Re-assemble the jaw and screw.

A close inspection of the clamps can also reveal if the customer has incorrectly connected the *Pack*. If the jaw has a piece missing, or evidence of burning, then it has either been short-circuited, or reverse-connected.

The same applies to the body of the clamp. Look for evidence of burning. (*Fig. 2*)



Fig.2

Note

A tatty clamp will not stop the Pack from working, but one that has been incorrectly connected will, and may have inflicted other damage to the unit.

It may only be necessary to clean the jaws of the clamps if they have grease or dirt on them which could be preventing a good connection.

If the clamps have an excessive amount of play in them it may be possible to tighten the pivot pin, which will usually reduce this problem, but care should be taken in order to avoid damaging other components of the clamps.

If the clamps are damaged beyond reasonable repair, renewal will be necessary.

In use, the LIVE lead should ALWAYS be connected FIRST and removed LAST.

The EARTH lead should ideally be connected to a good vehicle earth, e.g. a metallic part of the engine or chassis and not across the vehicle's battery terminals.