BATTERIES

Model Interpretation

LV5E  Lightweight.  †RU7E  General purposes; anti-vibration.
†PU5E  Lightweight.  †GU11E  Sidecar use.
†PU7E  General purposes.  †SC7E  High capacity for special purposes.
†MK9E  Medium capacity battery; ultra lightweight.

Prefix number (as in PU5E), i.e., 5 = number of plates per cell.

Suffix number (as in PU5E/10), i.e., /4 = Fixed leads.
/9  = Outside terminal; three separate lids.
/10 = Outside terminal; one-piece lid.
/11 = Inside terminal; one-piece lid.

† All the above batteries (except LV5E) are available dry charged FOR EXPORT ONLY.
When ordering insert ‘Z’ before numeral of type required, e.g., PUZ5E.

BATTERY SPECIFICATIONS

<table>
<thead>
<tr>
<th>Type</th>
<th>Volts</th>
<th>Ampere Hours</th>
<th>Dimensions in inches</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>10 hours</td>
<td>20 hours</td>
</tr>
<tr>
<td>GU11E</td>
<td>6</td>
<td>20.0</td>
<td>22.8</td>
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<td>LV5E</td>
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<td>5.0</td>
<td>5.7</td>
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<tr>
<td>MK9E</td>
<td>6</td>
<td>7.0</td>
<td>8.0</td>
</tr>
<tr>
<td>†PU5E</td>
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<td>10.0</td>
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<tr>
<td>PU5E/11</td>
<td>6</td>
<td>8.0</td>
<td>10.0</td>
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<tr>
<td>†PU7E/4</td>
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<td>12.0</td>
<td>13.5</td>
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<tr>
<td>PU7E/9</td>
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<td>12.0</td>
<td>13.5</td>
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<tr>
<td>PU7E/10</td>
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<td>PU7E/11</td>
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<td>13.5</td>
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<td>†RU7E</td>
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<td>12.0</td>
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</tr>
<tr>
<td>SC7E</td>
<td>6</td>
<td>22.5</td>
<td>26.0</td>
</tr>
</tbody>
</table>

Specially produced for the Triumph 'Terrier'; no cover supplied  † This battery has fixed leads
Particularly suitable for combination machines, this high-capacity motor cycle battery embodies the very latest Lucas developments in battery construction. It has "linkless" type connectors — this new method of inter-cell connection, apart from saving weight, offers a much neater and cleaner appearance. The terminals, too, are an outstanding feature — they are of a special new design to give a positive, easily removable connection, free from corrosion nuisance. The bared cable is passed through a tapered collet which is pulled by a moulded knurled screw into the taper of the burnt-on terminal. Filler caps are of the latest unspillable design; acid cannot be lost even if the battery is overturned. Attractive case, polished finish, moulded in "Milam" with shock-proof cover. This battery was originally designed to satisfy stringent police requirements and has now been adopted for universal use.

A real "pocket-size" battery for the lightweight machine. This new, extra small model is specially intended for use on machines where heavy current consumption is not normally encountered and where a saving in space and weight is essential.

**LUCAS PATENTED POROUS RUBBER AND WOVEN GLASS PACK SEPARATION**

**CORRECT ACID LEVEL FILLER AND RUBBER VENTS**

**OUTSIDE — DETACHABLE — SOCKETED — NON-CORRODIBLE CABLE CONNECTORS**

**CUSHIONED LID MOUNTING AND PLATE SUPPORTING BASES**

**NON-SPILL — DRY CELL TOPS LOWER SELF-DISCHARGE**

This new "King of the Road" battery has been specially designed for the motorcyclist, to give a longer life of efficiency under the most arduous conditions.

Outstanding among the many new features is the new Lucas cell pack construction which, with patented porous rubber and woven glass pack separation, correct acid level fillers and protective rubber vents, eliminates ACID spilling and ensures DRY, CLEAN CELL TOPS.

For battery dimensions, see page C4
BATTERIES

This is the well-known "Anti-vibration" battery which has its fixings anchored in rubber. It has the same capacity as the PU7E and the same general characteristics; but in addition it embodies a patent built-in shock absorbing suspension device which effectively damps out the more severe road shocks and engine vibration. The cover, with its shock-proof rubber cushions, is held by two strong snap clips and can be removed instantly without disturbing the fixing bracket. The ideal battery for the hard-riding motor cyclist.

A battery for the standard lightweight machine. This model follows conventional design, but has fixed leads. The cell construction incorporates porous rubber and woven glass pack separators.

SC7E
A new addition to the range of Lucas motor cycle batteries, the SC7E is designed for special purposes and is of high capacity. The case is of translucent material and enables the acid level to be seen from the outside. Other features include anti-spill filler caps, nut and bolt type terminals, and a container top free from inter-cell connectors.

MK9E
This is an ultra-lightweight battery of entirely new design. It has been designed primarily for motor scooters, its small size and weight being the obvious advantage. This battery is constructed of white translucent material, enabling the acid level to be seen from the outside and giving it an extremely pleasing appearance.

Battery supplied less cables

For battery dimensions, see page C4
BATTERIES

BATTERY FILLER

Ordering No. 4189603

Correct topping up is automatically ensured with the new Lucas Battery Filler. It cannot overfill and may even be used in the dark.

Automatic topping up is the perfect battery safeguard, and a boon to every motor cyclist.

The valve is opened by pressing the Filler nozzle downwards on to the separators. Distilled water flows into the cell until the electrolyte is level with the tops of the separators, when the flow automatically ceases. On removal of the Filler, the valve closes, preventing leakage from the nozzle.

BATTERY CARRIERS

Ordering No. 4188511

Specially designed to accommodate the popular PU7E battery on all types of machines.

Ordering No. 61510

Of exceptionally strong construction, designed to carry the GU11E battery. Especially suitable for motor cycles with sidecars attached.

Guarantee

LUCAS MOTOR CYCLE BATTERIES

All usual and reasonable precautions have been taken to ensure excellence of materials and workmanship, and in the event of any defect which is not caused by wear and tear, misuse, accident, or negligence, being disclosed within six months of its being put into use, we will either supply new parts or components in exchange for those defective, or repair such defective parts or components free of charge. We do not undertake to dismantle or reassemble, or bear the cost of dismantling or reassembling any such part or component on the machine. This undertaking shall be deemed to exclude any and every other obligation whatsoever, and all liability for any loss or damage, howsoever or whenever caused or arising, except the cost of replacement or repair in accordance with this undertaking.
## BATTERIES

### BATTERY SUNDRIES

NOTE: RU7E, PU7E/4, LV5E and PU5E batteries have fixed leads, and terminal spare parts are not, therefore, available for service.

<table>
<thead>
<tr>
<th></th>
<th>PU5E</th>
<th>PU5E/10 and PU5E/11</th>
<th>LV5E</th>
<th>RU7E</th>
<th>PU7E/4</th>
<th>PU7E/9</th>
<th>PU7E/10 and PU7E/11</th>
<th>GU11E</th>
<th>SC7E</th>
<th>MK9E</th>
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<tr>
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<tr>
<td>Washer, terminal</td>
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</tr>
</tbody>
</table>

* Suitable for either positive or negative terminals

C8
BATTERIES

MOTOR CYCLE APPLICATION

PUTE/B Model—continued

PANTHER 250 c.c. '65' 1955-57.
230 c.c. and 350 c.c. 'Stroud' 1951-53.
350 c.c. '73' 1954-57.
600 c.c. '100' 1954-57.
All Models 1957.
PASHLEY 'Peelane Rickshaw' 1955-57.
SUNBEAM All Models 1954-57.
TRIUMPH 500 c.c. 'TR5 Trophy' 1954-57.
500 c.c. 'STAC' Speed Twin 1954-57.
250 c.c. 'Tiger 100' 1954-57.
650 c.c. 'Tiger 110' and 'Thunderbird' 1954-57.
650 c.c. 'TR6 Trophy' 1957.
ZENITH All Models 1937 and 1948.
PUTE/10 Model—continued

B.S.A. All Models (except 'Bantam') 1957.
PUTE/11 Model

250 c.c. '18S' 1956-57.
350 c.c. '20' 1956-57.
600 c.c. '30' 1956-57.
ENFIELD 350 c.c. 'Bullet' 1957.
500 c.c. 'Bullet' and 'Twin' 1957.
700 c.c. 'Super Meteor' 1956-57.
MATCHLESS 350 c.c. 'G5' 1956-57.
500 c.c. 'G9' 1956-57.
500 c.c. 'G80' 1956-57.
600 c.c. 'G11' 1956-57.
NORTON 350 c.c. '40 International' 1956.
350 c.c. '50' 1956-57.
600 c.c. 'ES2' and 'Dominator 88' 1956-57.
600 c.c. 'ES2' and 'Dominator 88' 1956-57.
600 c.c. 'ES2' and 'Dominator 88' 1956-57.
CHATER LEA 545 c.c. 1936-37.
COTTON All Models 1936-48.
DOUGLAS 350 c.c. '80 Plus' and '90 Plus' 1947-54.
EHRRICKSON 250 c.c. (2-stroke) 1952-55.
500 c.c. 'Bullet' 1935.
500 c.c. 'Twin' 1949-53.
500 c.c. 'JZ' 1946-53.
650 c.c. 'A10' 1954-55.
EXCELSIOR All Models 1936-55.
JAMES All Models 1936-57.