

Lincoln Mark VII Battery Terminal Replacement



When I buy a Mark VII, I replace the battery with a new one. Period. The one that is in there may look new, it may have a recent date on it, it may even SMELL new, but unless I bought the battery new and installed it myself, then it isn't a new battery. A new battery is essential to effective trouble shooting. Until I have a good battery, I cannot test my alternator. Until I test my alternator, I cannot check any other wiring systems. My rant is done.

Every 3,000 miles I'm supposed to clean my battery connections. In this article I'm going to test my standing battery voltage, replace the battery cable terminals, and then test my alternator's ability to recharge my battery. With the battery in the car and the car turned off, I test the DC voltage across the positive and negative posts and come up with 12 - 13 volts.

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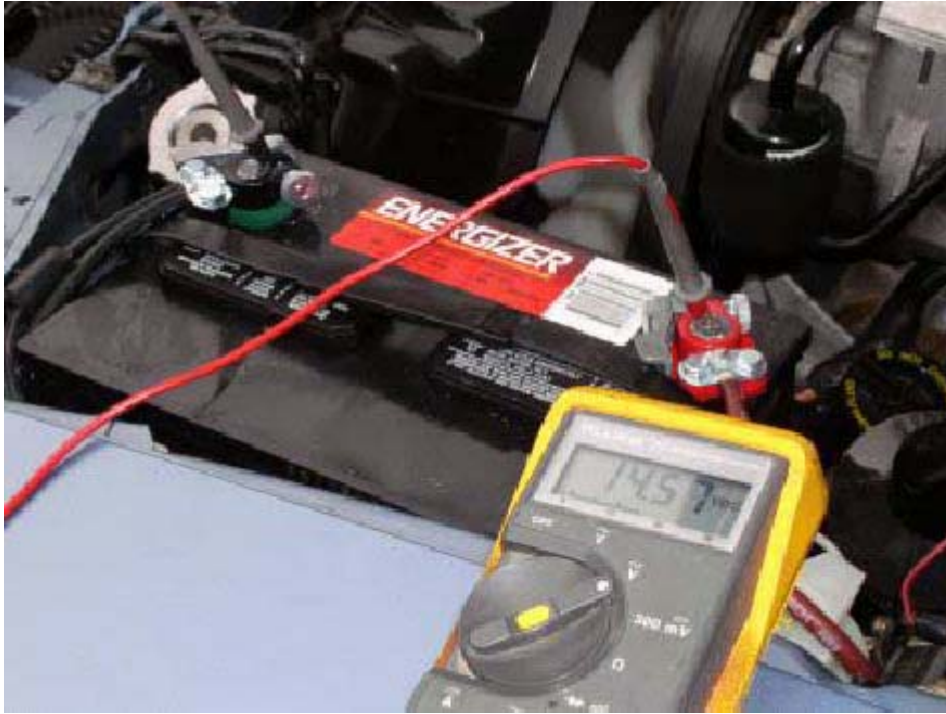
I removed the old terminals by cutting the terminal wires as close to the terminals as possible.

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I cleaned the new terminals and posts. I installed felt washers on the clean posts. I stripped the battery cable wires back only far enough to completely insert them, leaving no exposed wire.

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I installed the terminals and connected them to the battery. I started the car and read 14 - 15 volts.