



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

Type	Volts	Ampere Hours		Dimensions in inches		
		10 hours	20 hours	Length	Width	Height
GU11E	6	20.0	22.8	7 $\frac{5}{8}$ "	3 $\frac{7}{8}$ "	6 $\frac{1}{2}$ "
LV5E	6	5.0	5.7	3 $\frac{11}{16}$ "	3 $\frac{9}{16}$ "	5"
MK9E	6	7.0	8.0	6 $\frac{1}{4}$ "	1 $\frac{3}{4}$ "	5"
PU5E	6	8.0	10.0	3 $\frac{11}{16}$ "	3 $\frac{9}{16}$ "	6 $\frac{1}{16}$ "
PU5E/10	6	8.0	10.0	4 $\frac{11}{16}$ "	3 $\frac{9}{16}$ "	6 $\frac{5}{16}$ "
PU5E/11	6	8.0	10.0	3 $\frac{11}{16}$ "	3 $\frac{9}{16}$ "	6 $\frac{5}{16}$ "
‡PU7E/4	6	12.0	13.5	4 $\frac{13}{16}$ "	3 $\frac{7}{16}$ "	6 $\frac{3}{8}$ "
PU7E/9	6	12.0	13.5	4 $\frac{13}{16}$ "	3 $\frac{9}{16}$ "	6 $\frac{7}{16}$ "
PU7E/10	6	12.0	13.5	4 $\frac{13}{16}$ "	3 $\frac{9}{16}$ "	6 $\frac{7}{16}$ "
PU7E/11	6	12.0	13.5	4 $\frac{33}{32}$ "	3 $\frac{9}{16}$ "	6 $\frac{3}{8}$ "
RU7E	6	12.0	13.5	6 $\frac{3}{4}$ "	3 $\frac{9}{16}$ "	6 $\frac{3}{8}$ "
SC7E	6	22.5	26.0	4 $\frac{13}{32}$ "	3 $\frac{7}{8}$ "	7"

BATTERIES



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.



GU11E



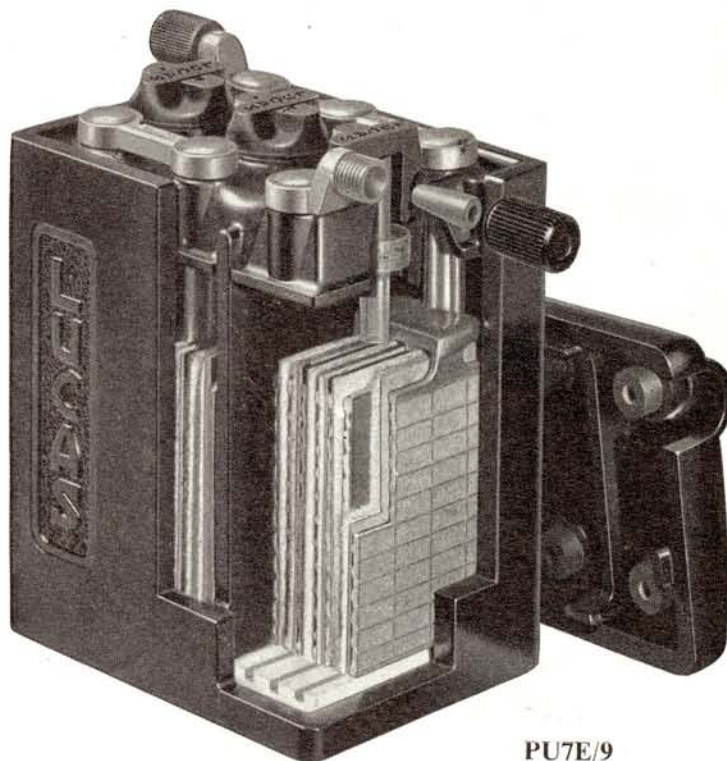
LV5E

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 motor cyclist, 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.



PU7E/9

For battery dimensions, see page C4



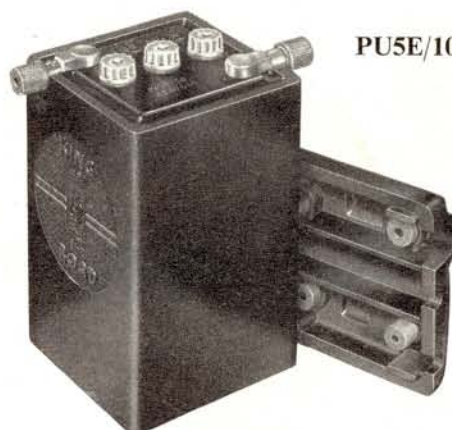
BATTERIES



RU7E

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.



PU5E/10



Battery supplied less cables

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.

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



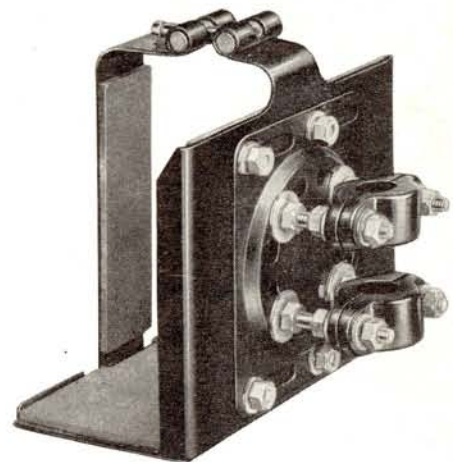
Ordering No. 4188511

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.



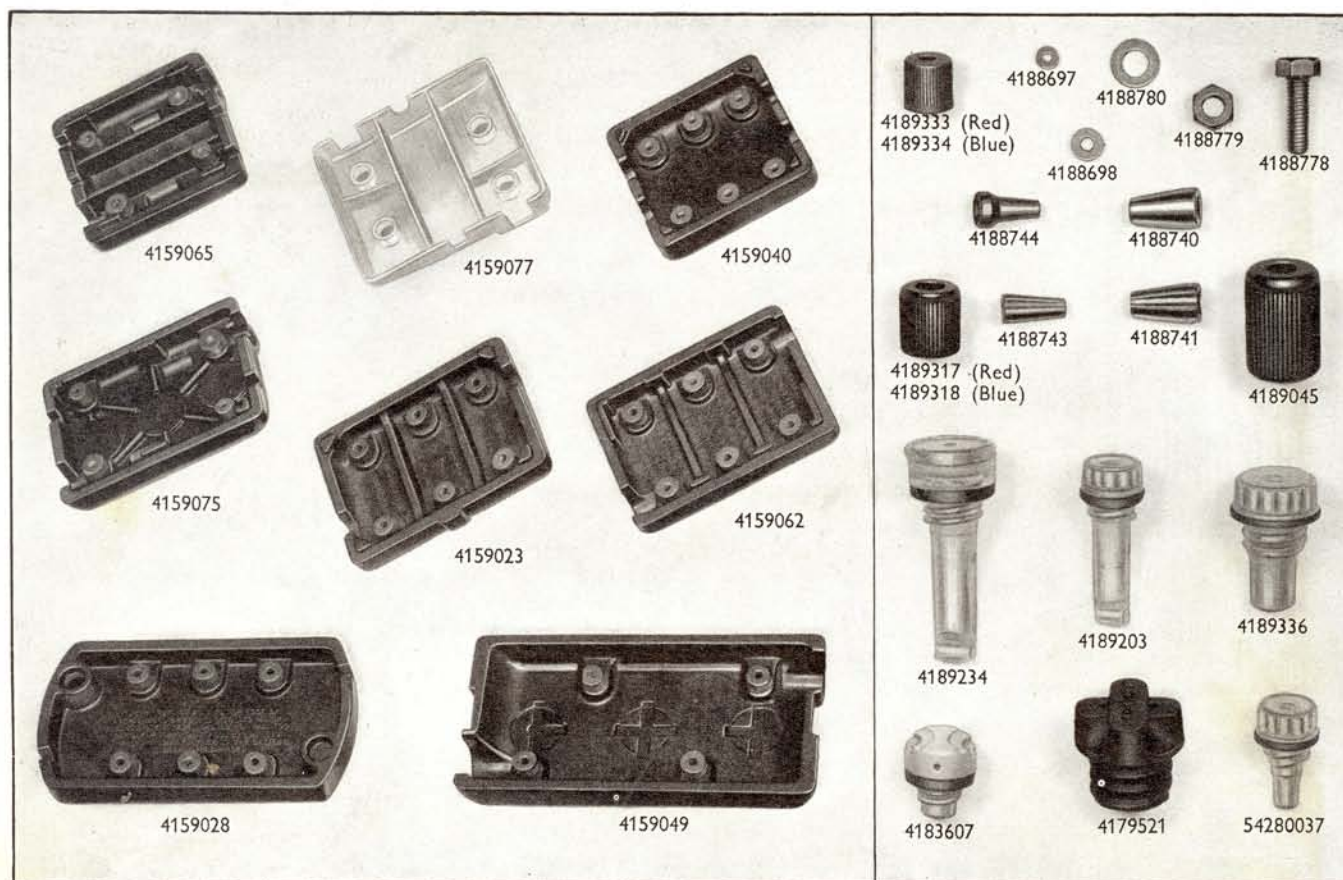
Ordering No. 61510

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 whensoever 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.

	PU5E	PU5E/10 and PU5E/11	LV5E	RU7E	PU7E/4	PU7E/9	PU7E/10 and PU7E/11	GU11E	SC7E	MK9E
Cover	4159040	4159065	4159040	4159028	4159023	4159062	4159075	4159049	4159077	—
Vent plug (with rubber washers where applicable)	4189203	4189203	4183607	4183607	4183607	4179521	4179521	4189234	4189336	54280037
Washer, cable, positive ..	—	4188697	—	—	—	—	4188697	—	—	4188697
Washer, cable, negative ..	—	4188698	—	—	—	—	4188698	—	—	4188698
Collet, tapered, positive ..	—	—	—	—	—	4188743	—	4188740	—	—
Collet, tapered, negative ..	—	—	—	—	—	4188744	—	4188741	—	—
Nut, bakelite, black ..	—	—	—	—	—	—	—	†4189045	—	—
Nut, bakelite, red, positive	—	4189333	—	—	—	4189317	4189333	—	—	4189333
Nut, bakelite, blue, negative	—	4189334	—	—	—	4189318	4189334	—	—	4189334
Bolt, terminal	—	—	—	—	—	—	—	—	†4188778	—
Nut, terminal	—	—	—	—	—	—	—	—	†4188779	—
Washer, terminal	—	—	—	—	—	—	—	—	†4188780	—

† Suitable for either positive or negative terminals



MOTOR CYCLE APPLICATION

GUIIE Model

ARIEL 1,000 c.c. '4G' 'Square Four' 1950-57.

LVSE Model

B.S.A. 125 c.c. 'Bantam' De Luxe 1951-53.
DOUGLAS 'Vespa' 1951-56.

MK9E Model

General Sales.

PUSE Model

B.S.A. 150 c.c. 'X36' (Maglita ignition) 1936.
DOUGLAS 'Vespa' (later) 1956-57.
JAMES 250 c.c. (alternative) 1939.
NORMAN 'D', 'B1' and 'B2' Twin 1955-56.
OSCAR 'Scooter' 1954.
TRIUMPH 150 c.c. 'Terrier' 1954-56.
200 c.c. 'Tiger Cub' 1954-56.
VINCENT 98 c.c. and 123 c.c. 'Fox' 1955.

PUSE/11 Model

B.S.A. 125 c.c. 'Bantam' (rectified lighting) 1956-57.
150 c.c. 'Bantam Major' (rectified lighting) 1956-57.
ENFIELD 250 c.c. 'Crusader' 1956-57.
250 c.c. 'Clipper' 1957.
TRIUMPH 200 c.c. 'Tiger Cub' 1957.

PU7E/4 Model

A.J.S. 250 c.c. '22' and '22T' 1936-39.
350 c.c. '5' and '7' 1936.
350 c.c. '16M' and '16MS' 1945-53.
350 c.c. and 500 c.c. Competition 1950-53.
500 c.c. '10' 1936.
500 c.c. '8' and '9' 1936-39.
500 c.c. '18' and '18T' 1936-53.
500 c.c. '18S' and '20' 1949-53.
990 c.c. '2' and '2A' 1936-39.
A.J.W. 500 c.c. Twin 1949-50.
ARIEL 250 c.c. 'LG' and 'LH' 1936-39.
350 c.c. 'NG' 1936-51.
350 c.c. 'NH' 'Red Hunter' 1936-53.
500 c.c. 'VG' 1936-50.
500 c.c. 'KH' and 'KHA' 1948-53.
500 c.c. 'KG' De Luxe 1948-51.
500 c.c. 'VCH' Competition 1950-53.
500 c.c. 'VH' and 'VHA' 'Red Hunter' 1936-53.
600 c.c. 'VB' 1936-53.
600 c.c. '4F' 1936-39.
1,000 c.c. 'Square Four' 1936-49.
ATELIERS GILLET 250 c.c. 1946-49.
400 c.c. 1949-56.
500 c.c. 1948-56.
BROCKHOUSE 250 c.c. 'Indian Brave' 1951-55.
BROUGH SUPERIOR All Models 1936-39.
B.S.A. 250 c.c. 'C10' and 'C11' 1946-55.
250 c.c. 'C12' 1956-57.
350 c.c. 'B31' and 'B32' 1945-53.
500 c.c. 'A7' All Models 1947-54.
500 c.c. 'B33' 1946-53.
500 c.c. 'B34' 'Gold Star' and Competition 1950-53.
500 c.c. 'M12' 1945-53.
500 c.c. 'M20' 1945-53.
500 c.c. 'M33' 1948-53.
600 c.c. 'M21' 1945-53.
650 c.c. 'A10' 'Golden Flash' 1950-54.
CHATER LEA 545 c.c. 1936.
COTTON All Models 1936-48.
DOUGLAS 350 c.c. '80 Plus' and '90 Plus' 1947-54.
EHRlich 350 c.c. (2-stroke) 1952-55.
ENFIELD 225 c.c. (2-stroke) 'A' 1936-39.
500 c.c. 'Bullet' 1953.
500 c.c. Twin 1949-53.
500 c.c. 'J2' 1946-53.
976 c.c. 'KL' 1936.
EXCELSIOR All Models 1936-55.
JAMES All Models 1936-39.

PU7E/4 Model—continued

MATCHLESS All Models 1936-39.
350 c.c. 'G3' 1936-53.
350 c.c. Competition Models 1950-53.
500 c.c. Competition Models 1950-53.
500 c.c. 'G9' 1949-53.
500 c.c. 'G80' 1936-53.
1,000 c.c. Twin 1936-39.
MONTGOMERY All Models 1939.
NEW IMPERIAL All Models 1936-39.
NORTON 350 c.c. '40 International' 1949-54.
500 c.c. 'Dominator 7' 1950-53.
500 c.c. '16H' and '18' 1949-53.
500 c.c. '30 International' 1945-53.
500 c.c. 'ES2' 1949-53.
500 c.c. 'Dominator 88' 1952-53.
600 c.c. 'Big Four' 1949-53.
O.E.C. 250 c.c. 1952-53.
PANTHER 250 c.c. '65' 1951-53.
250 c.c. and 350 c.c. 'Stroud' 1951-53.
350 c.c. '75' 1951-53.
600 c.c. '100' 1949-53.
PASHLEY Carrier Cycles 1951-52.
SUNBEAM All Models 1946-53.
TRIUMPH All Models 1937-39.
350 c.c. '3T' De Luxe 1946-51.
500 c.c. 'TR5 Trophy' 1949-56.
500 c.c. 'Grand Prix' 1950.
500 c.c. 'STAC' 'Speed Twin' 1946-53.
500 c.c. 'Tiger 100' 1946-53.
650 c.c. 'Thunderbird' 1950-53.
650 c.c. 'TR6 Trophy' 1956.
TURNER MANUFACTURING 'Bi-Van' and 'Tri-Van' 1951.

PU7E/9 Model

A.J.S. 350 c.c. '16M' and '16MS' 1954-55.
350 c.c. and 500 c.c. Competition 1954-57.
350 c.c. '7R' 1957.
500 c.c. '18' 1954-55.
500 c.c. '18S' and '20' 1954-55.
ARIEL 350 c.c. 'BH' 'Red Hunter' 1954-57.
500 c.c. 'KH' 1954-57.
500 c.c. 'HS' 'Red Hunter' Scrambles 1955-57.
500 c.c. 'VH' 1954-57.
600 c.c. 'VB' 1954-57.
650 c.c. 'FH' 'Huntmaster' 1954-57.
BROCKHOUSE 250 c.c. 'Indian Brave' 1956.
B.S.A. 250 c.c. 'C11' 1954-55.
250 c.c. 'C12' 1956-57.
350 c.c. 'B31' and 'B32' 1954-56.
500 c.c. 'A7' 1955-56.
500 c.c. 'B33' and 'B34' 'Gold Star' and Competition 1954-56.
500 c.c. 'M12' 1954-55.
500 c.c. 'M20' 1954-55.
500 c.c. 'M33' 1954-56.
600 c.c. 'M21' 1954-56.
650 c.c. 'A10' 'Golden Flash' and 'Road Rocket' 1955-56.
ENFIELD 350 c.c. 'Bullet' 1946-56.
350 c.c. 'Clipper' 1956-57.
350 c.c. 'G' 1946-54.
500 c.c. 'Bullet' and Twin 1954-56.
500 c.c. 'J2' 1954-55.
700 c.c. 'Super Meteor' 1953-56.
EXCELSIOR 250 c.c. 'Talisman Twin' 1956.
MATCHLESS 350 c.c. and 500 c.c. Competition 1954-57.
350 c.c. 'G3' 1954-55.
500 c.c. 'G9' 1954-55.
500 c.c. 'G80' 1954-55.
NORTON 350 c.c. '40 International' 1955 and 1957.
500 c.c. 'Dominator 7' 1954-55.
500 c.c. '16H' and '18' 1954.
500 c.c. '30 International' 1954-57.
500 c.c. 'ES2' and 'Dominator 88' 1954-55.
600 c.c. 'Big 4' 1954.
600 c.c. '19' 1955.

PU7E/9 Model—continued

PANTHER 250 c.c. '65' 1954-57.
250 c.c. and 350 c.c. 'Stroud' 1954.
350 c.c. '75' 1954-57.
600 c.c. '100' 1954-57.
All Models 1957.
PASHLEY 'Pelican Rickshaw' 1955-57.
SUNBEAM All Models 1954-57.
TRIUMPH 500 c.c. 'TR5 Trophy' 1957.
500 c.c. 'STAC' 'Speed Twin' 1954-57.
500 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.

PU7E/10 Model

B.S.A. All Models (except 'Bantam') 1957.

PU7E/11 Model

A.J.S. 350 c.c. '16MS' 1956-57.
500 c.c. '18S' 1956-57.
500 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.
500 c.c. '77' 1957.
500 c.c. 'ES2' and 'Dominator 88' 1956-57.
600 c.c. '19' 1956-57.
600 c.c. 'Dominator 99' 1956-57.
TRIUMPH 350 c.c. 'Twenty-one' 1957.

RU7E Model

ARIEL 250 c.c. 'OG' and 'OH' 'Red Hunter' 1936-39.
500 c.c. 'VA' 1939.
B.S.A. 250 c.c. 'B21' Sports 1937-39.
250 c.c. 'C10' and 'C11' 1939.
250 c.c. 'B2', 'B3' and 'B18' 1936.
250 c.c. 'B20' and 'B22' 'Empire Star' 1937-38.
350 c.c. 'B23' and 'B24' 'Empire Star' 1937-39.
350 c.c. 'B25' Competition and 'B26' 1937-39.
350 c.c. 'M19' Sports 1937-39.
350 c.c. 'R4' and 'R19' Competition 1936.
500 c.c. 'J12' 1936.
500 c.c. 'M20', 'M22' and 'M23' 'Empire Star' 1937-39.
500 c.c. 'M24' 'Gold Star' 1938-39.
500 c.c. 'W6' and 'W7' 1936.
600 c.c. 'M10' 1936.
600 c.c. 'M21' 1937-39.
990 c.c. 'G14' 1936-39.
ENFIELD 150 c.c. 'T' 1936-39.
250 c.c. 'Bullet' 1938.
250 c.c. 'B' 1936-38.
250 c.c. 'S' and 'S2' 1936-39.
350 c.c. 'C' 1936-39 and 350 c.c. Competition 1937.
350 c.c. 'Bullet' 1938-39.
350 c.c. 'G' 1936-39.
500 c.c. 'JF' 1936-38.
500 c.c. 'H' 1936-39.
570 c.c. 'L' 1937-39.
1,140 c.c. 'K' 1936-39.
NORTON All Models 1936-39.
350 c.c. '40 International' 1947-48.
500 c.c. 'Dominator 7' 1949.
500 c.c. '16H' and '18' 1936-48.
O.K. SUPREME All Models 1936-39.
SCOTT All Models 1937-50.
SUNBEAM All Models 1936-39.
TRIUMPH All Models 1936.