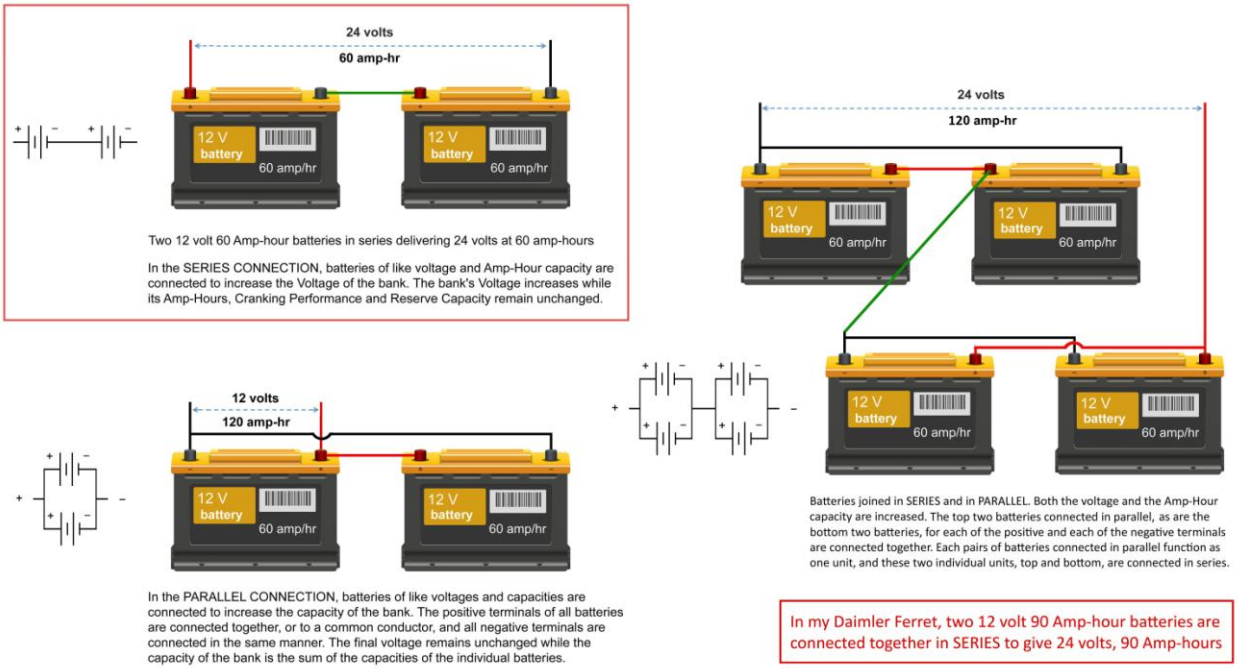
Ferret batteries

The vehicle specifications call for two 60 Amp/hour 12 volt batteries to be fitted in series. This is fine for the earlier 25 amp dynamo, but where the latest 90 amp generator is fitted, the batteries are better rated at 90 Ah.



On some Ferrets, such as mine, the main electrical isolation switch* has been built into the front of the left-hand battery box (that is, behind your left shoulder as you look forward in the vehicle). Whilst this is an ideal place for the main isolation switch, it does mean that there is less space available in this box to fit a battery. Instead of being able to accommodate a battery up to 400 mm long - as will go into the right-hand bin - the left-hand battery compartment will only allow a battery that is 303 mm long, 175mm wide and 225 mm tall to be fitted.

In some cases, a lower-powered 60Ah battery is fitted. These can be found measuring only 23-24 cm long. The following batteries can be used, but unmatched batteries are not ideal. The Advanced 027XD is 243 mm long, delivers 63 Ah and has a cold crank amp value (SAE) of 630 amps. The Hankook MF57412 gives 74 Ah and CCA of 680 amps. These are not stop-start batteries for modern cars (which you don't want, anyway). The Numax 072T is 260 mm long, delivers 70 Ah with a CCA value of 600 amps. However, the more compact battery with its smaller plates and lower output will always be the weakest link. It will discharge more quickly and need to be replaced sooner. That is why I looked around to find a replacement to better match the larger battery housed in the right-hand bin underneath the air filter.

I now use the Varta (Land Rover) 12v 90Ah RC150 YGD500130 with a CCA of 950 amps in the right-hand bin, and a Yuasa 12v 90Ah YBX3335 with a CCA of 700 amps in the left-hand bin. The modern Varta equivalent appears to be the Varta Silver Dynamic 600 402 083 which delivers 100 Ah with a CCA value of 830 amps. At 303 mm long the Yuasa will just fit into the short bin. In my Ferret the cathode (-ve) lead is at the rear of the bin, and the anode (+ve) to the front, for the electrical isolator is wired into the positive circuit coming directly off the battery. In this case, the YBX3335 is fine. If the terminals need to be the other way around, select the Yuasa 12v 90Ah YBX3334 model. An alternative to the Yuasa is the 306 mm long Varta Blue Dynamic 95 Ah (CCA of 830 amps).

Because the Yuasa delivers 90 Ah, which is ideal to match the pre-existing Varta battery, it is larger and requires temporary free space to slot into the battery bin. To allow this, both radios and the radio tray had to be removed, as well as the power isolation switch on the front of the bin. While fitting the battery, it is advisable to cover the terminal posts (in the particular the positive post) with a double layer of Duct tape to insulate against the possibility of accidentally shorting out the battery when placing it into the bin the in very cramped and confined space of the fighting compartment.

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* Another popular place to place the electrical isolation switch is in the smoke grenade discharger firing box.