Change the MY64 Multimeter Battery

WARNING! Static discharge can destroy your meter.

In dry conditions, even moving in your chair can create a large charge of static electric on you. Always ground yourself to something (e.g. touch something metal) before opening the meter case.

The ECE department is not responsible for meters damaged by abuse or static discharge.

If you have any doubts about your ability to perform this procedure, consult with an OpEL GTA.

Here are some instructions

(with photos by Bob Lineberry)

1. After turning the meter ”off” and removing the test leads, separate the meter from the yellow bumper, using your fingers to peel from the top.

2. Turn the meter onto its face on a soft surface. Unscrew the 3 identical screws with a #2 Phillips screwdriver (the large bit). The screws have a right-hand thread, so turn the screwdriver counter-clockwise.

CAUTION! Using the wrong size screwdriver may permanently damage the screws. It is not necessary to remove the screws from the cover, but you may have less difficulty with the next step if you do.

3. Lift up on the bottom end of the case (the end with 2 screws). The top end of the case snaps on and off.

4. Lift the case back straight up from the meter, being careful not to bend any internal parts.

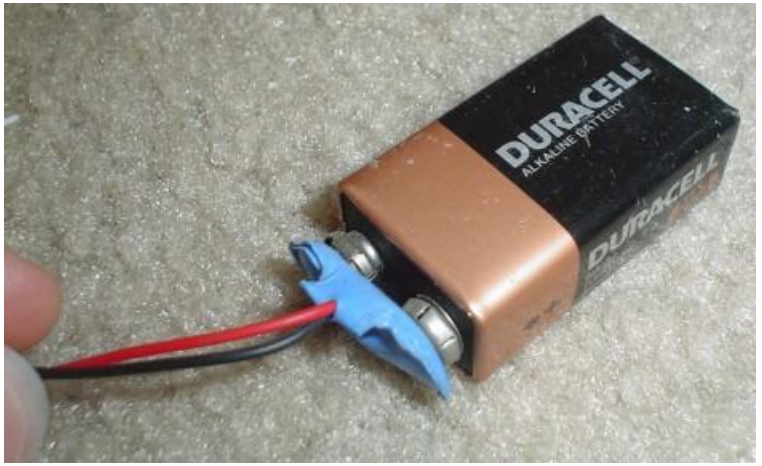
With the back cover removed, the meter battery and circuit board are revealed.

Make sure that you have discharged any static electricity from your body before touching the circuit board or battery!

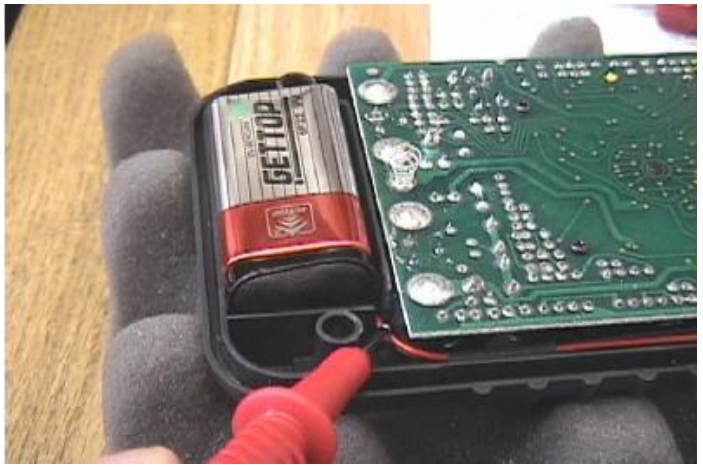
5. Carefully lift the battery and connector out of the battery compartment.

   Notice the routing of the battery cable through the case slot. Disconnect the battery.

6. Install the 9 volt battery, aligning the battery terminals correctly to the battery connector. Press the connector firmly onto the battery.



7. Use a meter probe to guide the battery wires into the case slot. Note the relative location of the black insulation on the battery wires.



Note: Do not force the cover or screws.

8. Using both hands, gently guide the back case over the circuit board.

9. Start the 3 identical case screws clockwise by hand. If you encounter resistance, reverse the screw direction until there is no resistance and start again.

   The screws are going into plastic. You do not want to cut new threads. Instead you want to feel the screw threads following the old threads.

CAUTION! Don’t over tighten metal screws into a plastic case or you may permanently damage your meter.

10. Tighten each of the 3 screws, in a 1-2-3-1-2-3 sequence, to make sure all screws are seating correctly and the required torque is small. If a screw seems tight, reverse directions to avoid cutting new threads, then restart that screw.

11. Maneuver the meter into the bottom of the yellow bumper.

12. Snap the meter top into the yellow bumper.

13. Perform a simple ohms test to make sure your meter is operating. You should have an overflow with the leads separated, and close to 0Ω with the leads shorted together.

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