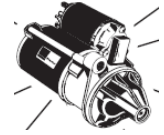


## **STARTER MOTOR – Fitting/Installation Guide**



1. Please read any “Technical Bulletin” that may be supplied with this unit.
2. Remove negative battery cable.



3. Charge and load test battery.
4. Identify, tag and remove all wire connections from the old starter motor.
5. Remove old starter motor and check condition of unit.
6. Check new starter motor. Does it have the same mounting holes and connections? Sometimes starter of different original brands are fitted on one particular type of vehicle. In spite of some external differences, they are the same in terms of capacity, installation and connection.
7. Clean wire terminals so that bare metal is present for good connection.
8. Inspect engine fly wheel for wear or teeth damage and replace if necessary.
9. Install new starter motor and reconnect wires.
10. Check installation.
11. Clean battery negative cable and battery terminal and re connect.
12. Start engine.
13. Stop engine and recheck fixing bolts and connections. Do not disconnect any wiring while the engine is running.

**FAILURE TO FOLLOW THE INSTALLATION INSTRUCTIONS MAY INVALIDATE YOUR WARRANTY**

## **SAFETY/ADDITIONAL INFORMATION**

1. Never disconnect a battery cable with the engine running.
2. Always disconnect the negative battery cable before removing the old unit.
3. Make sure that you have a good, fully-charged battery.
4. Do not use the starter motor for ventilation of diesel engines.
5. Check other components within the starting system that may cause starting problems
  - a. Loose mounting bolts
  - b. Low system voltage
  - c. Worn ring gear
  - d. Contamination (Oil, diesel, clutch dust, dirt, water)
  - e. Fuses, wiring, fuse links
  - f. Key switch/contact problem
  - g. Cables, connections, grounds

## **OLD CORE RETURN**

Only old core units in line with our core acceptance policy will be accepted. Each core must be returned undamaged and complete in the original Remy box which the replacement unit was supplied. Listed below are some examples of the key criteria regarding old core returns when deciding if an old core is acceptable for return.

### **ALTERNATORS**

No broken or cracked brackets  
No broken fixing lugs  
No severely corroded cores  
No seized cores  
No dismantled units  
No major parts missing

### **STARTERS**

No broken nose housings  
No severely corroded cores  
No seized cores  
No dismantled units  
No major parts missing  
No burnt out cores