Starter installation Guide

Before starting this installation make sure you have selected the correct starter for your engine application. This is important to ensure correct fitment and operation of your new starter. You can check application guide on www.vintageautogarage.com/resouces

A few things to know about your new starter: Will only work on 12 volt neg ground electrical systems, has a built in starter solenoid, has gear reduction for high torque and designed to replace the OEM starter.

Before you get started, disconnect the positive side of the battery, this will keep you and your vehicle safe. If raising the vehicle for access always used jack stands to hold vehicle to prevent falling.

Disconnect the battery cable and solenoid connection wires from old starter and remove. Next inspect the ring gear and the flywheel for damage or missing teeth.

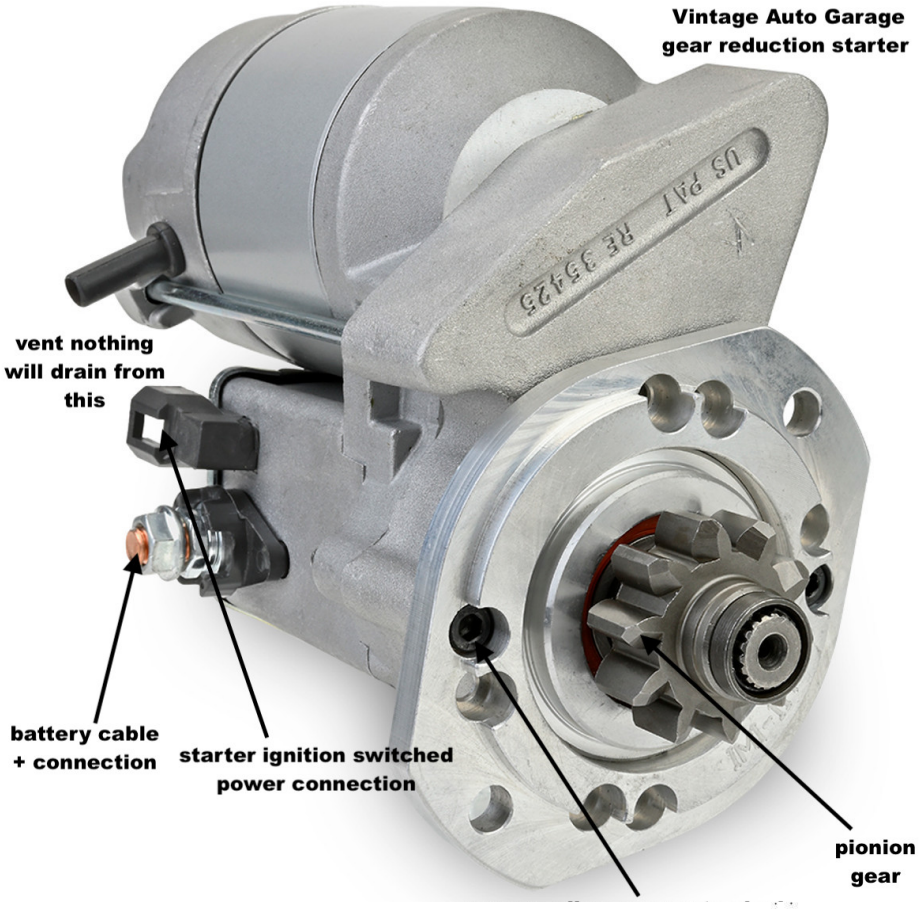
Starter is pre-shimmed for correct pinion gear to flywheel teeth clearance. The front end of the starter pinion gear at rest should be (.100 plus or minus .040 or a minimum 1/16”) away from flywheel teeth. This ensures proper distance from flywheel teeth at rest and during engagement.

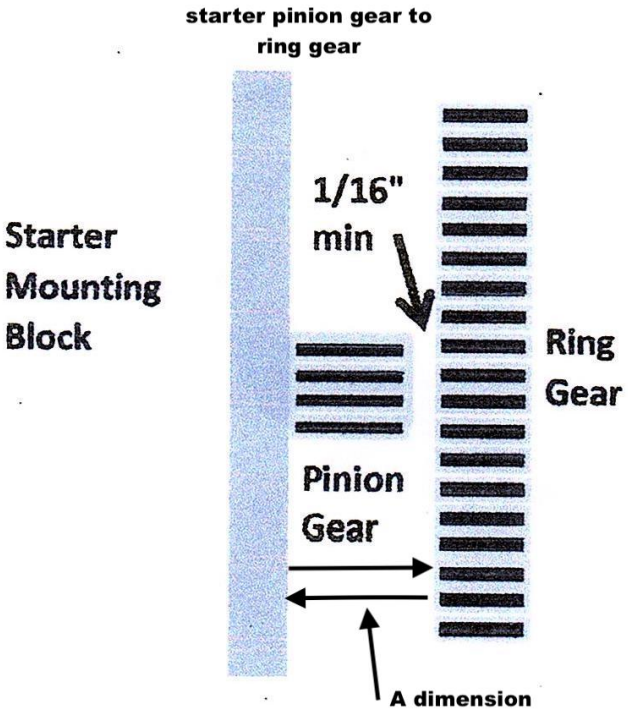
Starter can be clocked or indexed for clearance by removing the metric Allen screws from face mouing plate and re-clocking, then replace screws and re- torque.

Next Install the plus battery cable to the large terminal on the starter and the ignition switch wire to the small terminal as shown below.

Last, reconnect the battery and test the battery with volt meter should be 12.6 + - volts. Low battery voltage can damage starter solenoid contacts. If low battery charge with external battery charger.

Revised 10-23


Vintage Auto Garage
gear reduction starter
vent nothing
will drain from
this
battery cable
+ connection
starter ignition switched
power connection
pionion
gear


starter pinion gear to
ring gear
Starter
Mounting
Block
1/16"
min
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A dimension