

**Table 5-1. Starter Specifications**

STARTER	
Free Speed	3000 RPM (min.) @ 11.5 V
Free Current	90 amp (max.) @ 11.5 V
Stall Current	400 amp (max.) @ 2.4 V
Stall Torque	8 ft-lbs (11 Nm) (min.) @ 2.4 V

**Table 5-2. Service Wear Specifications**

SERVICE WEAR LIMITS	IN.	MM
Brush Length (minimum)	0.433	11.0
Commutator Diameter (minimum)	1.141	28.981

## TORQUE VALUES

ITEM	TORQUE		NOTES
Battery terminal fasteners	72-96 <b>in-lbs</b>	8-11 Nm	page 5-19
Starter battery positive cable Nut	60-85 <b>in-lbs</b>	7-10 Nm	page 5-19
Starter mounting bolts	13-20 ft-lbs	18-27 Nm	page 5-19

## GENERAL

The starter is made up of an armature, field winding assembly, solenoid, drive assembly, idler gear and drive housing.

The starter motor torque is increased through gear reduction. The gear reduction consists of the drive pinion on the armature, an idler gear and a clutch gear in the drive housing. The idler gear is supported by rollers. The clutch gear is part of the overrunning clutch/drive assembly.

The overrunning clutch is the part which engages and drives the clutch ring gear. It also prevents the starter from overrunning. The field windings are connected in series with the armature through brushes and commutator segments.

### Wiring Diagrams

For additional information concerning the starting system circuit, see the wiring diagram at the end of Section 7, ELECTRICAL.

### Starter Relay

The starter relay is not repairable. Replace the unit if it fails.

### Starter Interlock

See [7.5 STARTER INTERLOCK](#) for operation and troubleshooting information.

## OPERATION

See [Figure 5-1](#). When the starter switch is pushed, the starter relay is activated and battery current flows into the pull-in winding (10) and the hold-in winding (11), to ground.

The magnetic forces of the pull-in and hold-in windings in the solenoid push the plunger (7) causing it to shift to the left. This action engages the pinion gear (1) with the clutch ring gear (13). At the same time, the main solenoid contacts (8) are closed, so battery current flows directly through the field windings (3) to the armature (4) and to ground. Simultaneously, the pull-in winding (10) is shorted.

The current continues flowing through the hold-in winding (11) keeping the main solenoid contacts (8) closed. At this point, the starter begins to crank the engine.

After the engine has started, the pinion gear (1) turns freely on the pinion shaft through the action of the overrunning clutch (12). The overrunning clutch prevents the clutch ring gear (13) (which is now rotating under power from the engine) from turning the armature (4) too fast.

When the starter switch is released, the current of the hold-in winding (11) is fed through the main solenoid contacts (8) and the direction of the current in the pull-in winding (10) is reversed. The solenoid plunger (7) is returned to its original position by the return spring, which causes the pinion gear (1) to disengage from the clutch ring gear (13).

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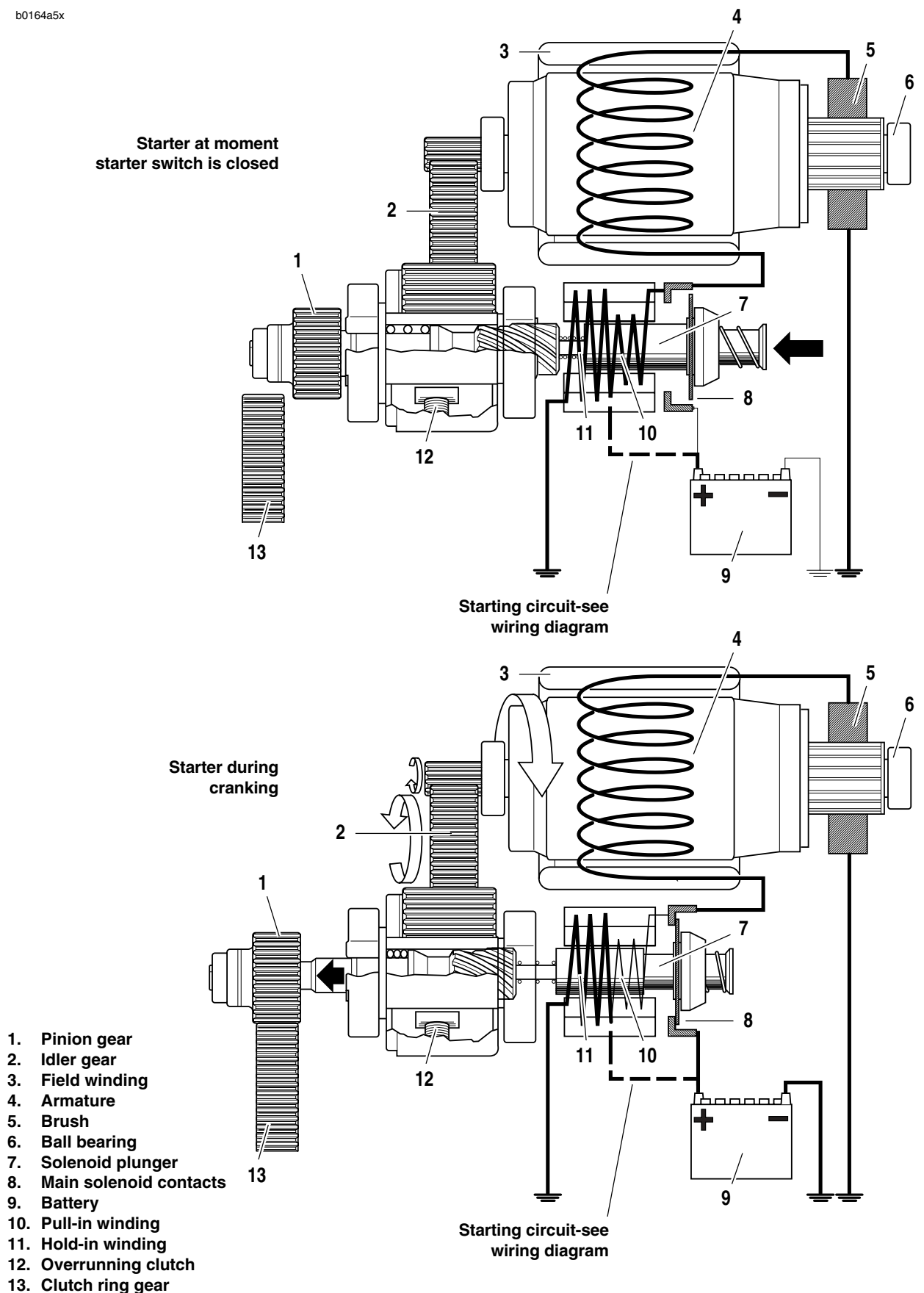


Figure 5-1. Starter Operation

## DIAGNOSTICS

### Diagnostic Notes

The reference numbers below correlate with the circled numbers on the starter system flow charts.

1. See [VOLTAGE DROPS](#) under [5.5 DIAGNOSTICS/TROUBLESHOOTING](#).
2. Remove starter motor and connect jumper wires as described in [FREE RUNNING CURRENT DRAW TEST](#) under [5.7 STARTER](#).
3. Take measurement with connector mated.
4. See [DIAGNOSTICS](#) in [7.5 STARTER INTERLOCK](#).
5. See [STARTER CURRENT DRAW TEST](#) under [5.6 STARTER SYSTEM TESTING](#).
6. See [FREE RUNNING CURRENT DRAW TEST](#).

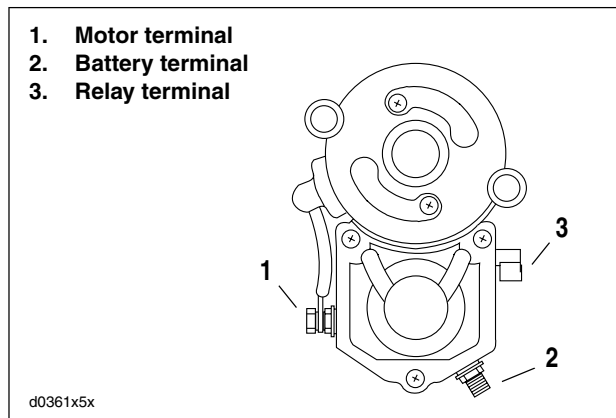
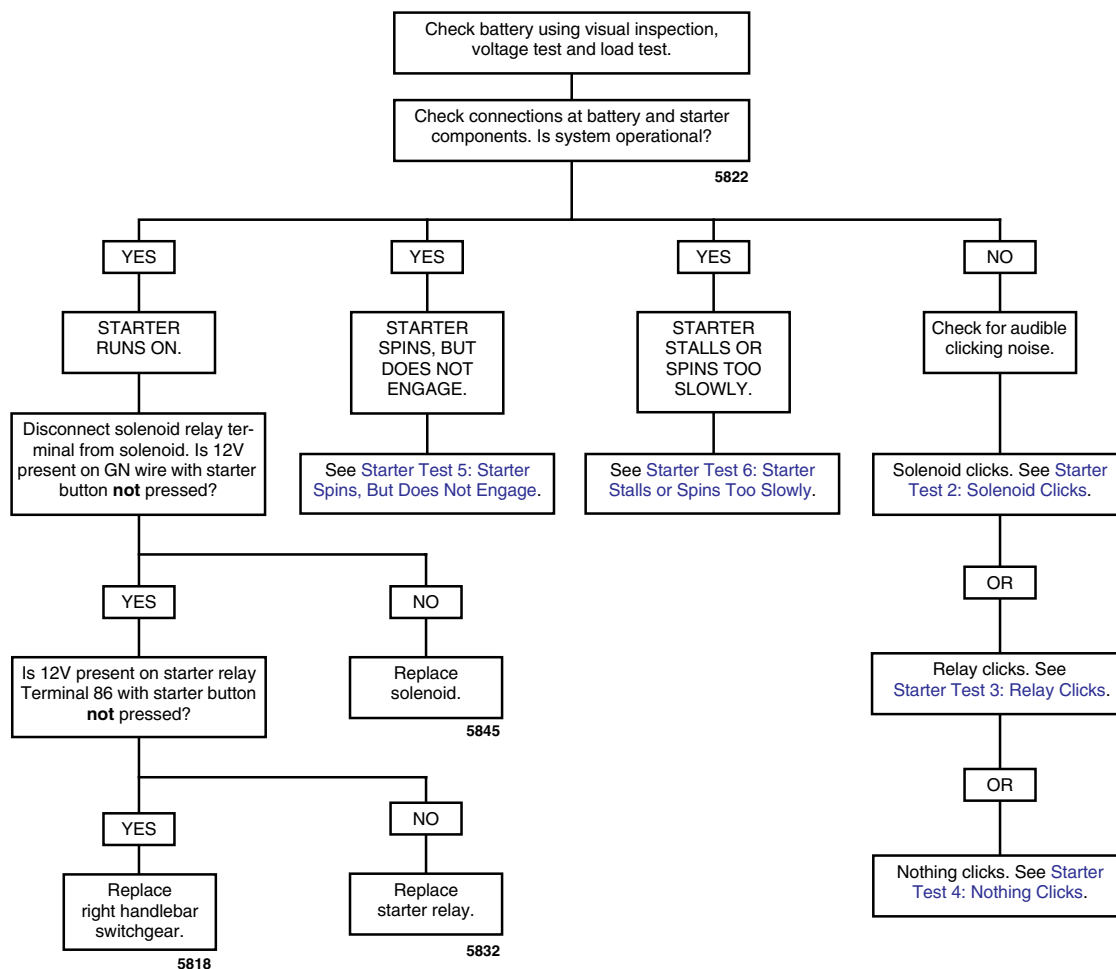
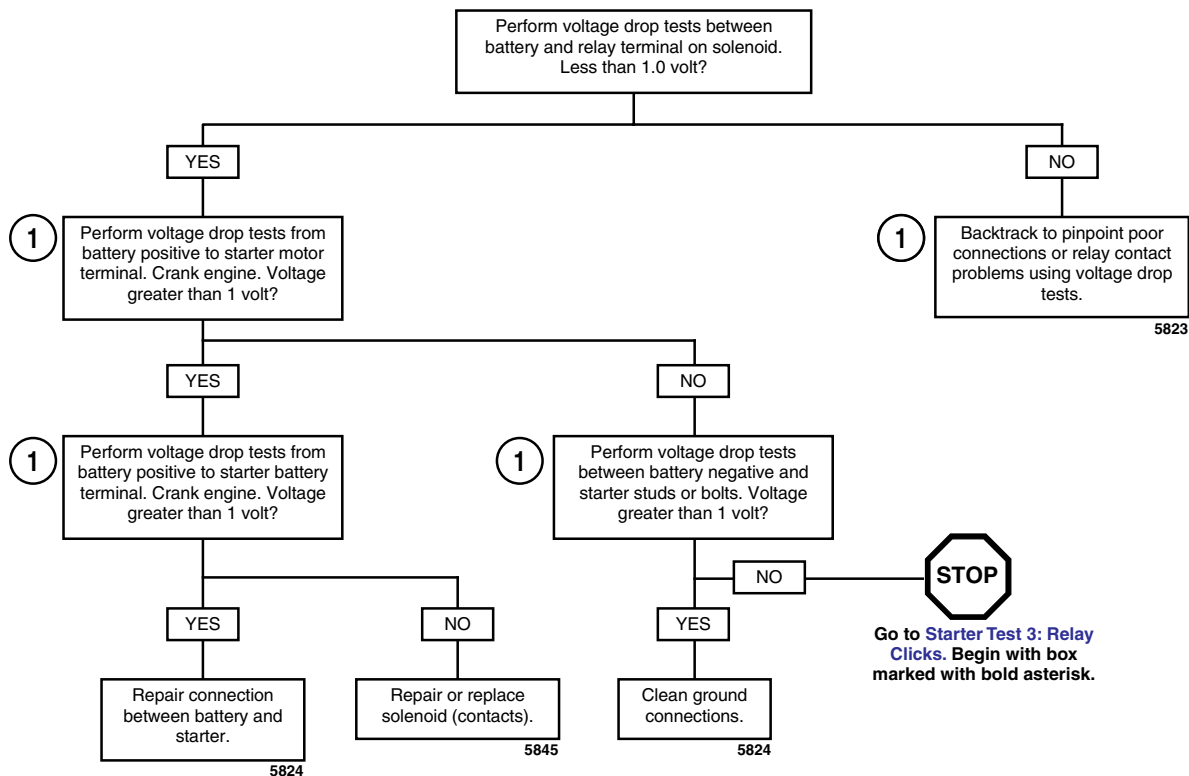


Figure 5-2. Starter Terminals

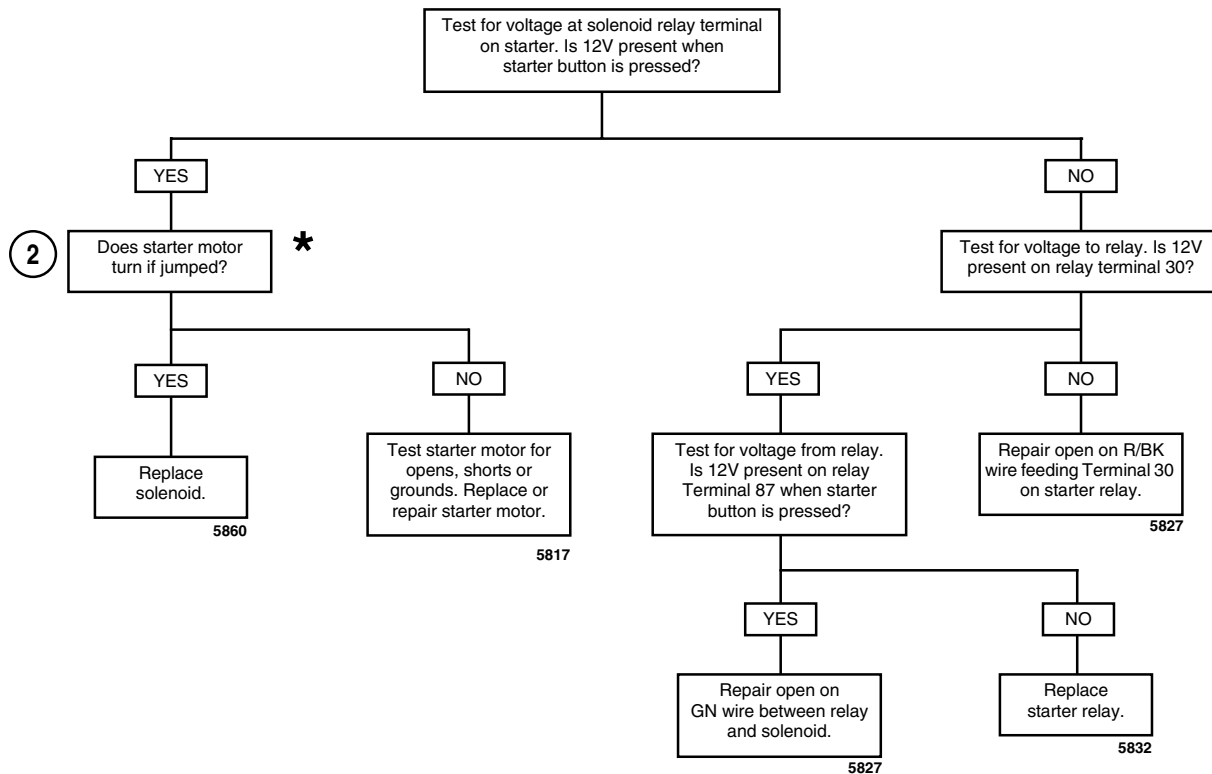
### Starter Test 1



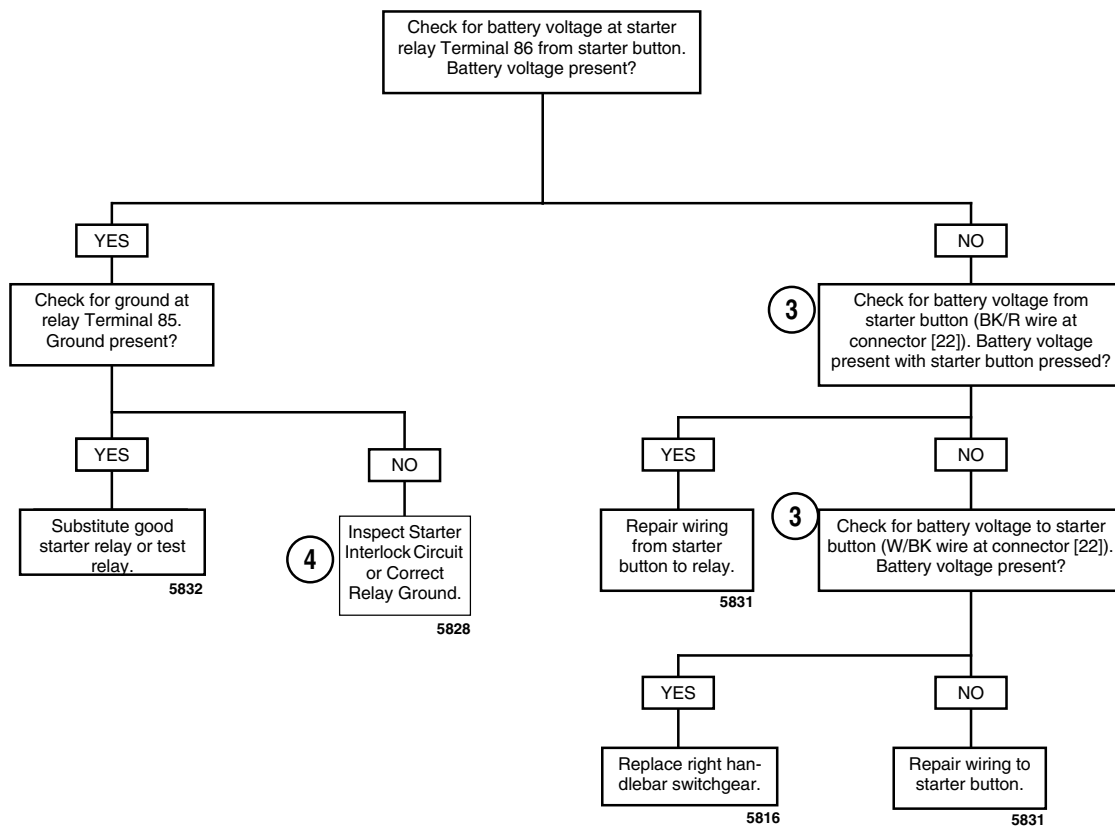
## Starter Test 2: Solenoid Clicks



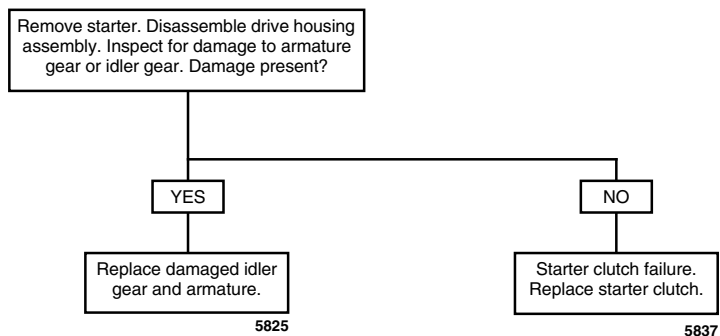
## Starter Test 3: Relay Clicks



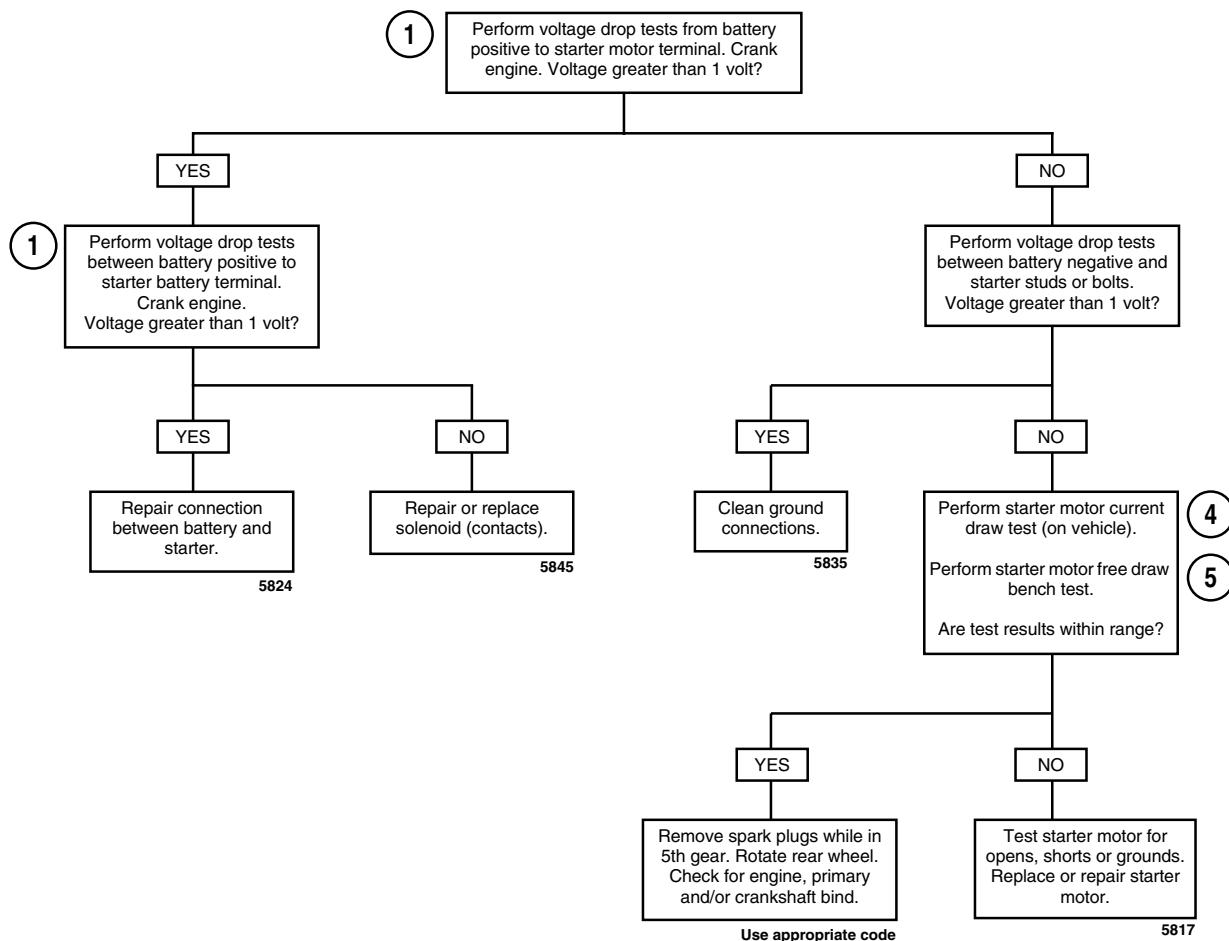
## Starter Test 4: Nothing Clicks



## Starter Test 5: Starter Spins, But Does Not Engage



## Starter Test 6: Starter Stalls or Spins Too Slowly



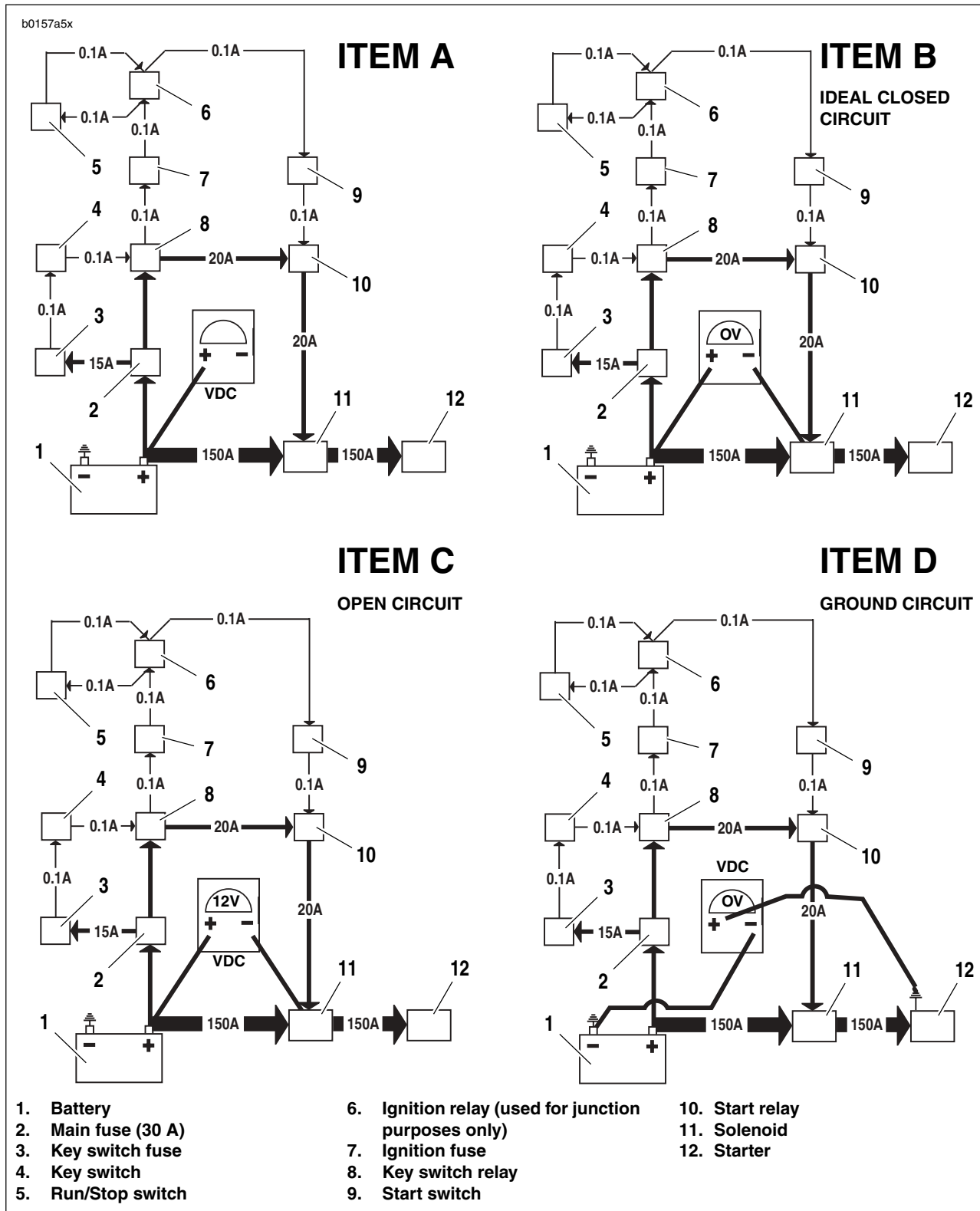


Figure 5-3. Typical Circuitry. Refer to wiring diagrams for more information.



## GENERAL

Follow the [5.3 STARTING SYSTEM DIAGNOSIS](#) diagram to diagnose starting system problems. The [VOLTAGE DROPS](#) procedure below will help you to locate poor connections or components with excessive voltage drops.

## VOLTAGE DROPS

Check the integrity of all wiring, switches, fuses and connectors between the source and destination.

The voltage drop test measures the difference in potential or the actual voltage dropped between the source and destination.

1. See [ITEM A](#) in [Figure 5-3](#). Attach your red meter lead to the most positive part of the circuit, which in this case would be the positive post of the battery (1).
2. See [ITEM B](#) in [Figure 5-3](#). Attach the black meter lead to the final destination or component in the circuit (solenoid terminal from relay).
3. Activate the starter and observe the meter reading. The meter will read the voltage dropped or the difference in potential between the source and destination.
4. An ideal circuit's voltage drop would be 0 volts or no voltage dropped, meaning no difference in potential.
5. See [ITEM C](#) in [Figure 5-3](#). An open circuit should read 12 volts, displaying all the voltage dropped, and the entire difference in potential displayed on the meter.
6. Typically, a good circuit will drop less than 1 volt.
7. If the voltage drop is greater, back track through the connections until the source of the potential difference is found. The benefit of doing it this way is speed.
  - a. Readings aren't as sensitive to real battery voltage.
  - b. Readings show the actual voltage dropped, not just the presence of voltage.
  - c. This tests the system as it is actually being used. It is more accurate and will display hard to find poor connections.
  - d. This approach can be used on lighting circuits, ignition circuits, etc. Start from most positive and go to most negative (the destination or component).
8. See [ITEM D](#) in [Figure 5-3](#). The negative or ground circuit can be checked as well.
  - a. Place the negative lead on the most negative part of the circuit (or the negative battery post). Remember, there is nothing more negative than the negative post of the battery.
  - b. Place the positive lead to the ground you wish to check.
  - c. Activate the circuit. This will allow you to read the potential difference or voltage dropped on the negative or ground circuit. This technique is very effective for identifying poor grounds due to powdered paint. Even the slightest connection may cause an ohmmeter to give a good reading. However, when sufficient current is passed through, the resistance caused by the powdered paint will cause a voltage drop or potential difference in the ground circuit.

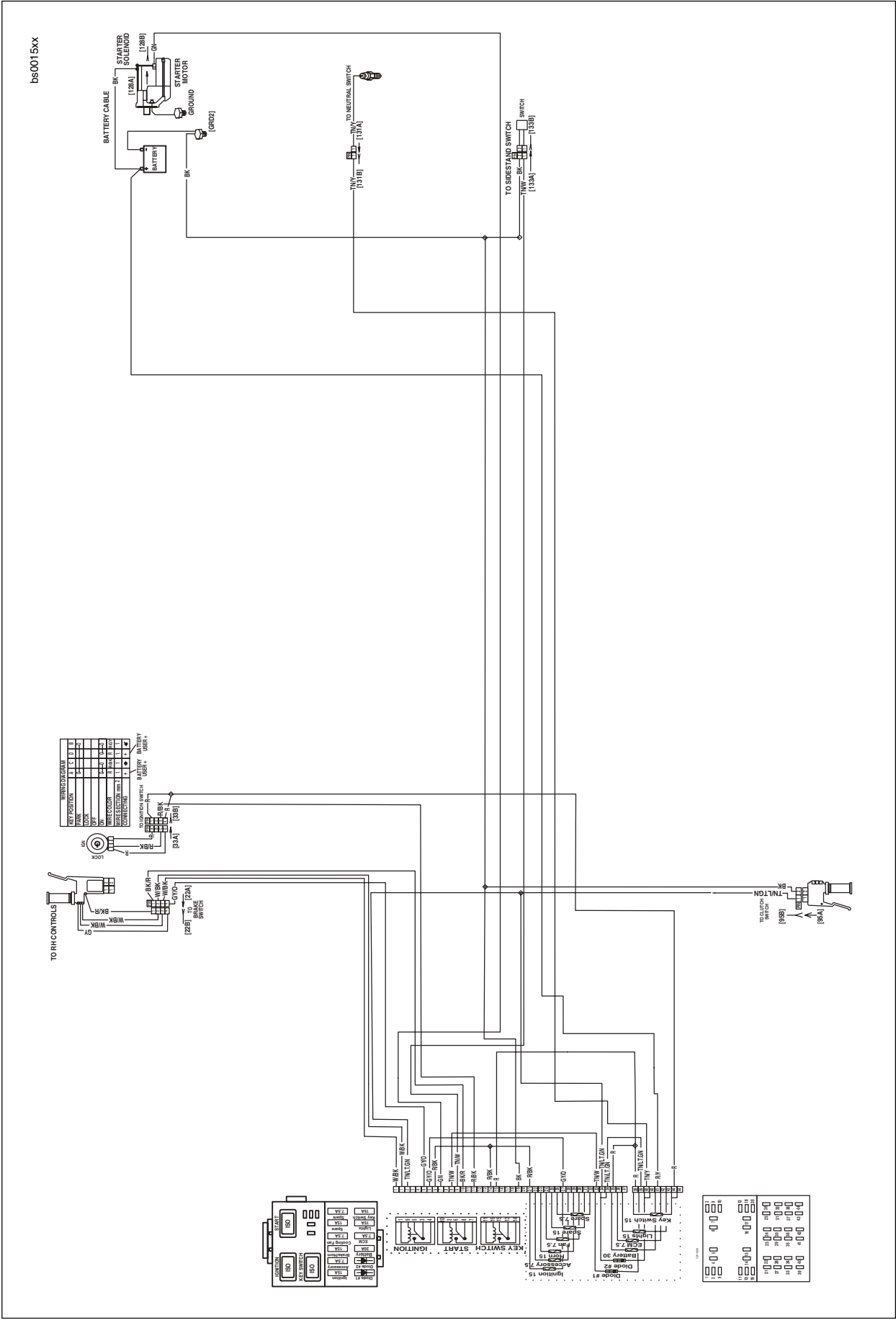


Figure 5-4. Electric Starting System Circuit