

STARTER MOTOR FITTING INSTRUCTIONS

The high torque starter is a brand new direct replacement to the original application. It is based on a modern high torque gear reduction design which is pre-engaged, meaning it has a solenoid as part of the starter motor. It can be wired in two ways to suit either a modern 'pre-engaged' type wiring arrangement or alternatively can be run in conjunction with an original bulkhead mounted type solenoid in applications still running an inertia type starter.

This starter is available to suit over 200 applications so there is an array of terminal types and positions available and the starter offers an infinite number of positions it can be mounted in due to its ability to spin 360 degrees on its mounting flange plate. We have provided a scribe line on the front mounting flange plate which shows the correct PCD to re-drill and re-mount the starter if necessary. These are available as a 'mild-drill' version however we prefer not to offer this as standard as it can greatly reduce the strength of the mounting and will not always offer you the exact position you may require.

As a rule, these starters will all come with two available connections. 1 x large M8 stud type post with a 18mm flange nut and along side 1 x 6.5mm male luer terminal housed in a plastic insulator block. The large stud post is for the heavy duty battery cable and the smaller terminal for the 'start' wire.

Fitting as a replacement for a pre-engaged type starter:

This starter operates in a way that the battery positive is always connected to the large stud on the side of the solenoid and it merely takes a small positive feed from the ignition switch or starter button to energise the unit in order for it to operate. The design of the unit means that it will fully engage before it begins to crank. The shaft extends on a helical spline that rotates the pinion gear as it throws forward. We also machine a chamfer onto the leading edge of the pinion gear in order to aid the pinion meshing with the ring gear. There is a spring built in within the pinion gear enabling it to compress if it strikes a tooth on the ring gear and mesh once it has rotated sufficiently.

- Disconnect the battery in order to prevent a short circuit.
- Remove all wiring from the original starter and then remove the starter.
- Fit the high torque starter in place of the original item.
- Fit the main power feed cable to the M8 stud post ensuring not to over-tighten this nut. Over-tightening can twist the internal solenoid contact reducing the efficiency of the unit or causing it to fall altogether.
- Fit the solenoid trigger wire to the 6.5mm male luer post located in the black housing.

If there is an additional wire that was attached to an even smaller terminal on your existing starter motor solenoid then this is most likely to be what is known as a 'cold start terminal' or ballast feed for the ignition system. This is so in extreme circumstances when the engine is particularly hard to turn over the starter will feed the ignition with a full 12v live feed whilst cranking in order to aid the engine in firing. Due to our high torque starter drawing less current from the battery re-connecting this terminal is not strictly necessary and it can be merely insulated and not re-connected. If attaching this wire is required then a cold start terminal can be fitted at the customer's request.

Fitting as a replacement for an inertia type starter:

Where our starter directly replaces an inertia type original fitment starter motor we will fit the unit with a link wire between the ignition trigger terminal and the battery stud post. This can also be done internally prior to purchasing the unit however linking these two terminals externally enables you to convert your vehicle's wiring to suit a pre-engaged starter at any time therefore bypassing your bulkhead mounted solenoid and reducing potential for failure.

- Disconnect the battery in order to prevent a short circuit.
- Remove all wiring from the original starter and then remove the starter.
- Fit the high torque starter in place of the original item.
- Fit the main power feed cable to the M8 stud post ensuring not to over-tighten this nut. Over-tightening can twist the internal solenoid contact reducing the efficiency of the unit or causing it to fall altogether.
- Retain the black insulated link wire which is fitted between the ignition trigger terminal and the main battery stud. This means the original bulkhead mounted solenoid is still in use.
- If you wanted to bypass your original solenoid you can dispose of the black insulated link wire supplied attached to the unit and re-route the trigger wire going to your current solenoid down to your new starter motor. This will then convert the wiring arrangement to pre-engaged type.

The starter motor earths through the mounting flange plate. It can be fitted on positive and negative earth applications. Please ensure the starter has a good earth connection particularly if the engine has been recently painted.

All Racematec products are 100% brand new, outright, complete units and carry as standard a 12 month warranty. In the unlikely event that you encounter any issues or problems with any of our products you should return them via the company of purchase for return and inspection. In most cases a replacement unit will be sent immediately. We rely on feedback from our customers in order to further develop each particular unit and installation and most importantly constantly improve quality so please inform us of any problems or modifications made to ease installation.