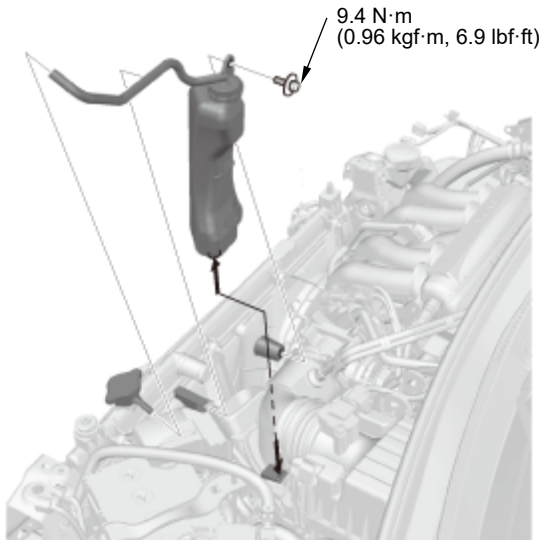


Starter Removal, Installation, and Performance Test

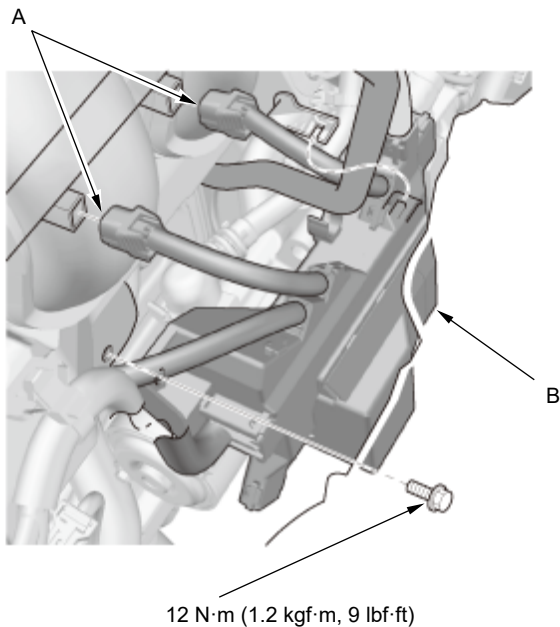
Removal/Installation

1. 12 Volt Battery Terminal - Disconnect

2. Coolant Reservoir - Remove



3. Harness Holder - Move

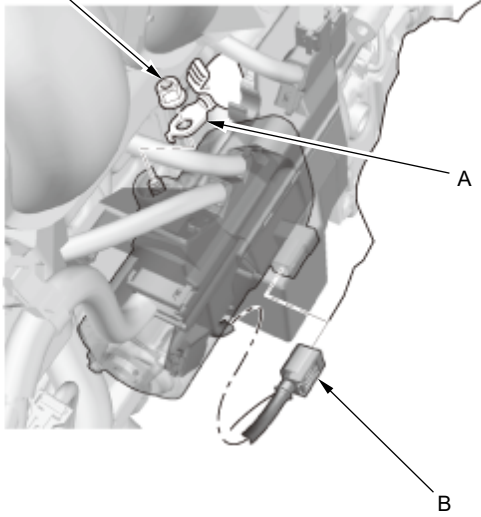


1. Disconnect the connectors (A).

2. Move the harness holder (B).

4. Cable and Connector (Starter) - Disconnect

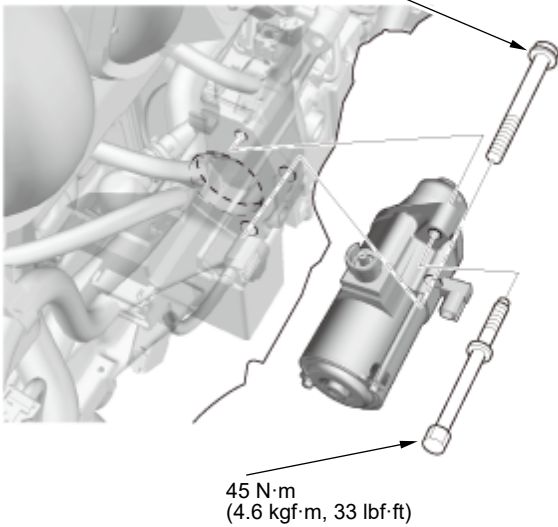
9.0 N·m
(0.92 kgf·m, 6.6 lbf·ft)



1. Disconnect the positive starter cable (A) and the connector (B).

5. Starter - Remove

65 N·m
(6.6 kgf·m, 48 lbf·ft)



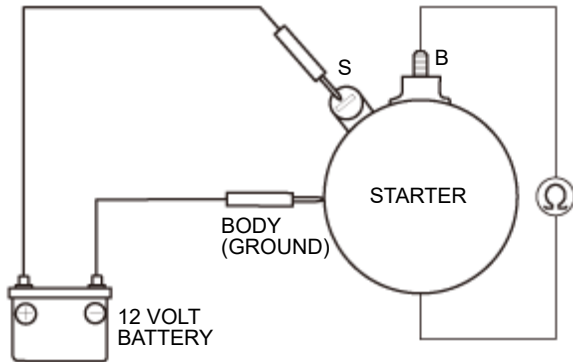
6. All Removed Parts - Install

1. Install the parts in the reverse order of removal.

NOTE: Make sure the crimped side of the ring terminal faces away from the starter when you connect the positive starter cable.

Test

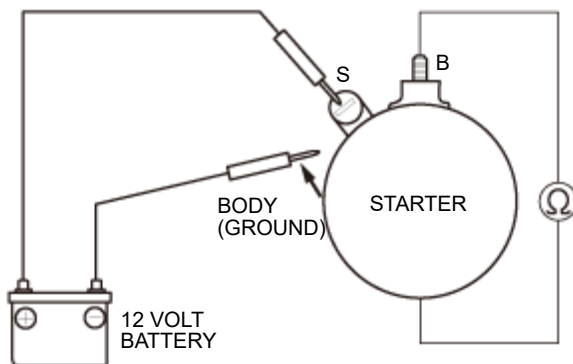
1. Starter Performance - Test



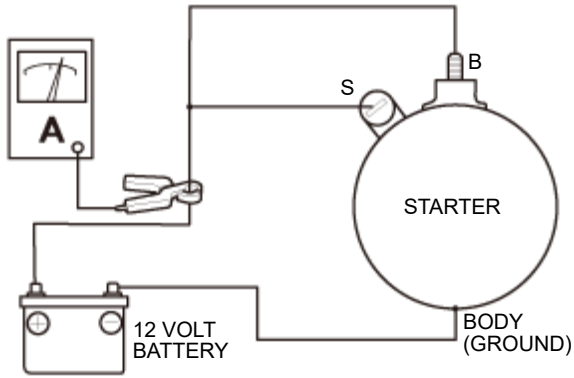
1. Clamp the starter firmly in a vise.
2. Make the connections for this test using the thickest (gauge) wire possible (preferably the same gauge as used on the vehicle).

NOTE: To avoid damaging the starter, never leave the battery connected for more than 5 seconds.

3. Connect the 12 volt battery as shown, and check for continuity between the B terminal and the starter body. If there is continuity, it is working properly.



4. Disconnect the 12 volt battery from the starter body, and check for continuity between the B terminal and the starter body. If there is no continuity, it is working properly.



5. Connect the starter to the 12 volt battery as shown, and confirm that the motor runs.
6. If the electric current meets the specification when the 12 volt battery voltage is at 11.5 V, the starter is working properly.

Specification

Electric Current: 80 A or less