

REMOVING 40MT TANG FROM CORE ON SOLENOIDS

WARNING!!! ALWAYS USE PROPER EYE PROTECTION WHEN PERFORMING ANY MECHANICAL REPAIRS TO A VEHICLE – INCLUDING, BUT NOT LIMITED TO, ANY INSTALLATION AND OR REPAIRS TO THE DELCO REMY STARTING MOTORS. FAILURE TO USE PROPER EYE PROTECTION CAN LEAD TO SERIOUS AND PERMANENT EYE DAMAGE.

Only perform the mechanical functions that you are properly qualified to perform. Mechanical repairs that are beyond your technical capabilities should be handled by a professional installation specialist.

FOLLOW ENGINE AND/OR VEHICLE MANUFACTURER'S INSTRUCTIONS CAREFULLY WHEN REMOVING AND INSTALLING THE STARTER.

If the solenoid core has a tang as shown in Figure 1, remove the tang from the core and install the new plunger using the following procedure. If the solenoid core does not have a tang, install the new plunger using the following procedure, except omit steps 4 through 7.

1. Remove the starter from the engine.
2. Detach the connector strap from the solenoid.
3. Remove the solenoid switch mounting screws and the solenoid from the starter frame.
4. Use a chisel and hammer to remove the tang from the solenoid core (Fig. 1).
5. Smooth the remaining surface of the tang area with a rat-tail file.
6. Blow all file dust out with an air hose.
7. If needed, smooth the plunger area with a file where the notch has been worn and blow away all file dust.
8. Remove the plug (Fig. 3) and install the new plunger.
9. Reassemble the solenoid to the starter being careful to properly align the solenoid and boot to the housing. Do not assemble the connector strap until after the pinion clearance has been checked, as follows:
10. Connect a battery, of the same voltage as the solenoid, from the solenoid switch terminal to the solenoid frame or ground terminal (Fig. 2).
11. MOMENTARILY flash a jumper lead from the solenoid motor terminal to the solenoid frame or ground terminal. The pinion will now shift into cranking position and remain so until the battery is disconnected.

CAUTION: To prevent overheating do not keep the battery connected to the solenoid for more than 1 1/2 minutes without a two minute rest period in between with the battery disconnected.

12. Push the pinion back towards the commutator end to eliminate slack movement.
13. Measure the distance between pinion and housing (Fig. 3).
14. If necessary, adjust by removing the plug and turning the shaft nut (Fig 3).

IMPORTANT: When turning the shaft nut, it is necessary to keep the solenoid energized to prevent the plunger from turning. Do not turn the shaft nut all the way in, as this will jam the shaft nut against the shoulder and cause the plunger to turn when attempts are made to back the shaft nut out. If the shaft nut is jammed against the shoulder, it will be necessary to remove the solenoid and hold the plunger to back the shaft nut out.

15. Disconnect the battery, and reconnect the connector strap.

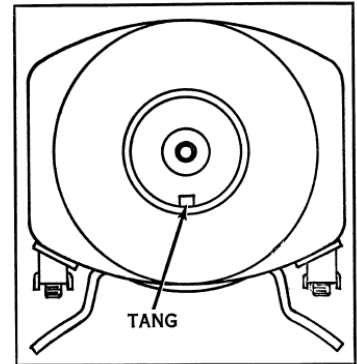


Figure 1

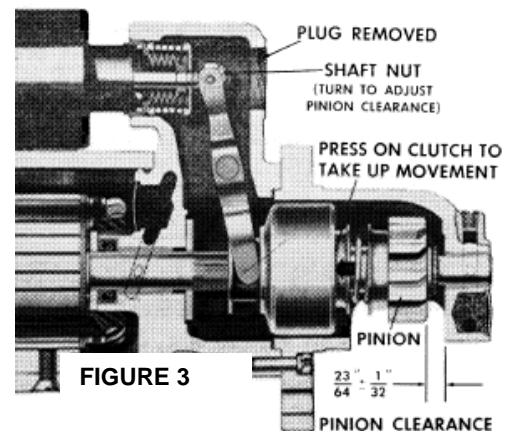
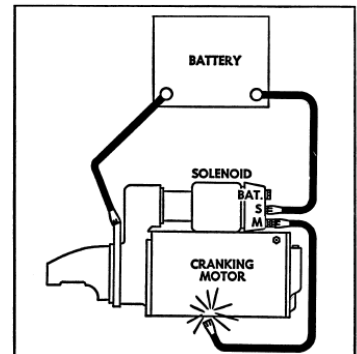


FIGURE 3

Technical support: USA 800 854 0076, Mexico 01 800 000 7378, Brazil 0800 703 3526, South America 55 11 2106 6510 or visit delcoremy.com

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