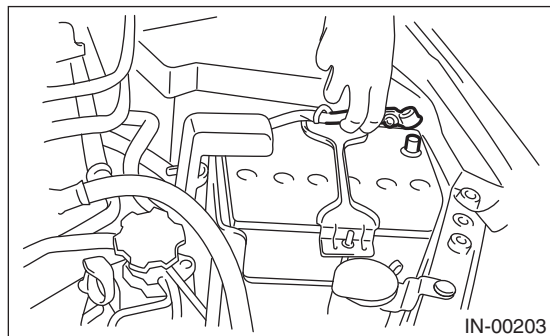


2. Starter

A: REMOVAL

1) Disconnect the ground cable from the battery.

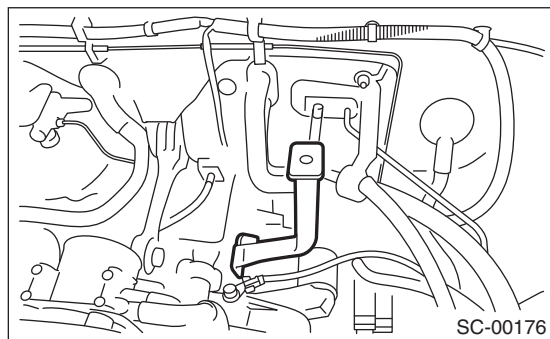


2) Remove the air intake chamber. (Non-turbo model) <Ref. to IN(H4SO)-7, REMOVAL, Air Intake Chamber.>

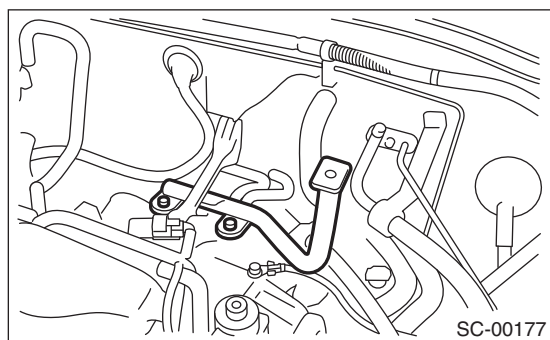
3) Remove the intercooler. (Turbo model) <Ref. to IN(H4DOTC)-11, REMOVAL, Intercooler.>

4) Remove the air intake chamber stay. (Non-turbo model)

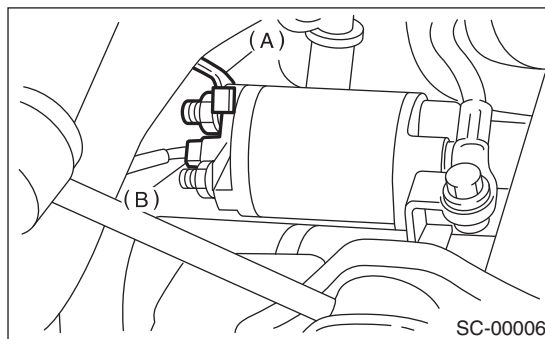
• MT model



• AT model



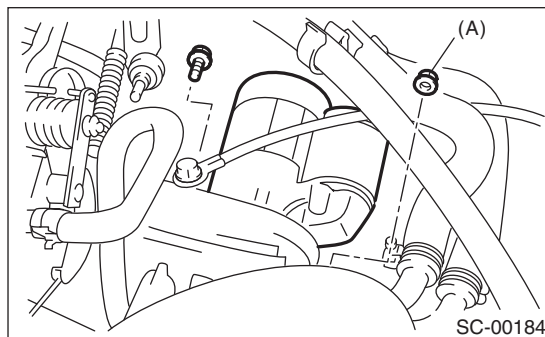
5) Disconnect the connector (B) and terminal (A) from starter.



6) Remove the starter from transmission.

NOTE:

For the MT model, a bolt is used in place (A).



B: INSTALLATION

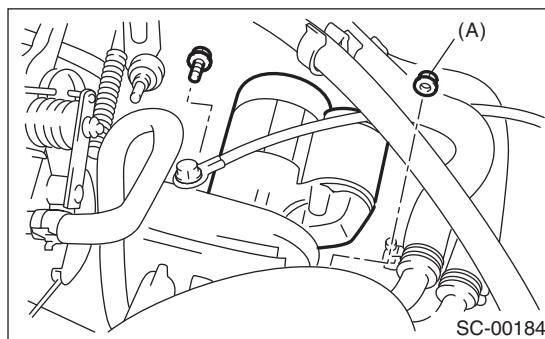
Install in the reverse order of removal.

NOTE:

For the MT model, a bolt is used in place (A).

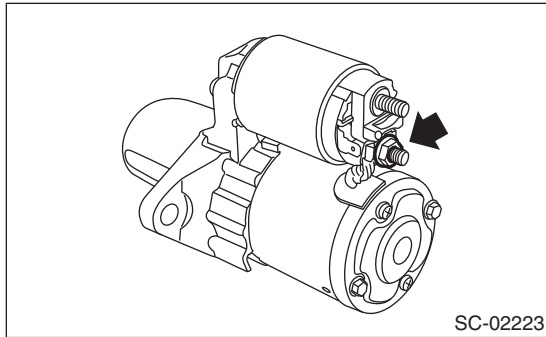
Tightening torque:

50 N·m (5.1 kgf-m, 36.9 ft-lb)

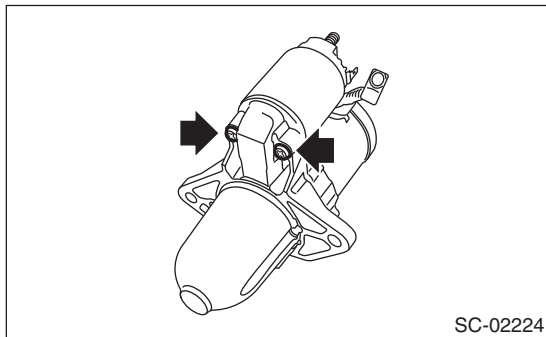


C: DISASSEMBLY

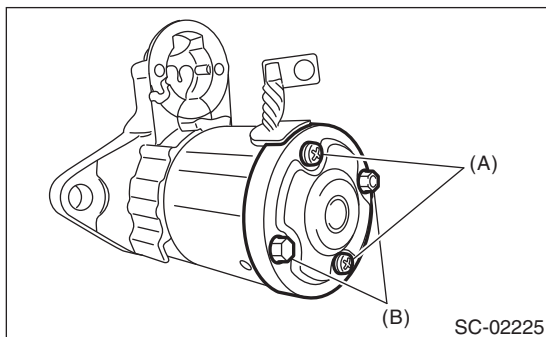
1) Loosen the nuts fastening the magnet switch assembly M terminal, then disconnect the harness from the terminal.



2) Remove the screws fastening the magnet switch assembly, then remove the magnet switch assembly from the starter housing assembly.



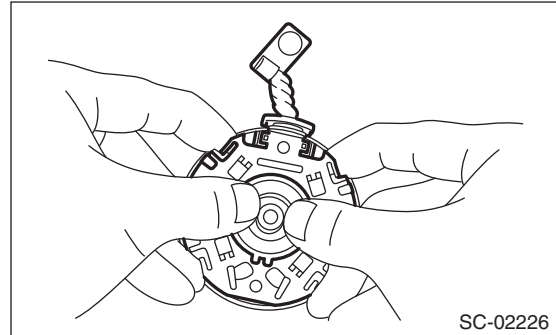
3) Remove screws (A) of the brush holder assembly, and through bolts (B) on both sides, and remove the starter cover assembly.



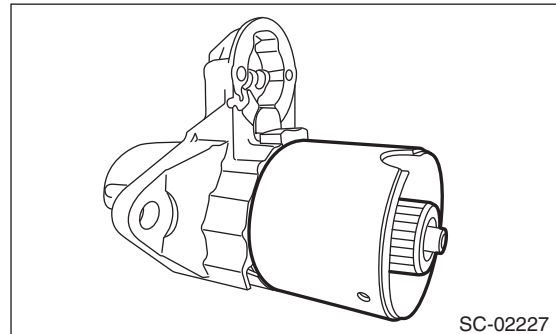
4) Remove the brush holder assembly from the armature assembly.

NOTE:

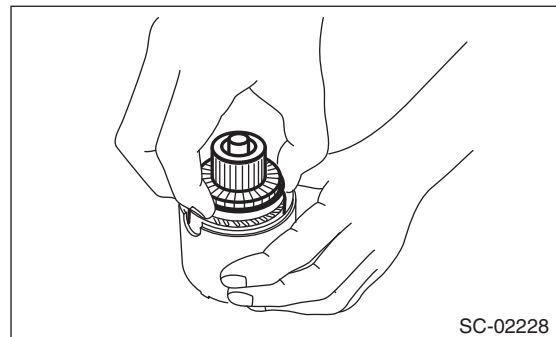
Hold the brush with your fingers so that the brush spring does not come flying out.



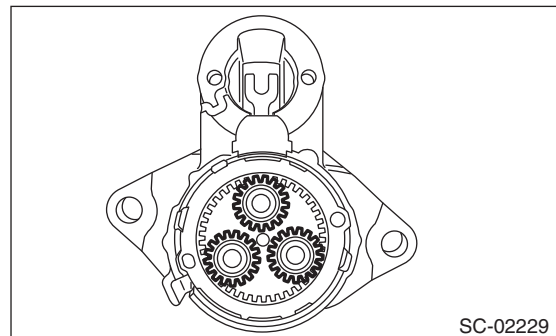
5) Remove the armature assembly and yoke assembly from the starter housing assembly together as a single unit.



6) Separate the armature assembly and yoke assembly.



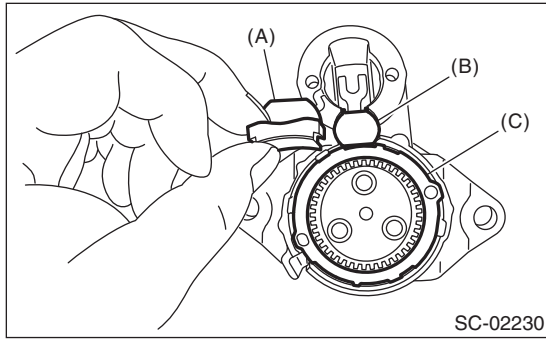
7) Remove the pinion gear from the internal gear assembly.



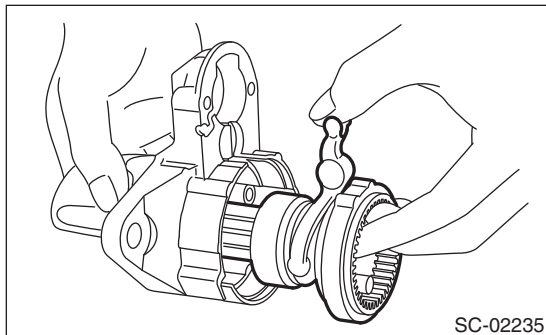
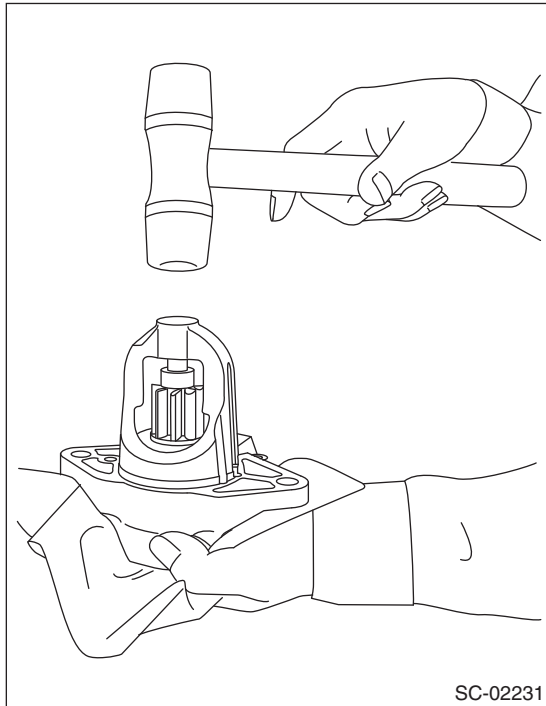
Starter

STARTING/CHARGING SYSTEMS

8) Remove the rubber seal (A), plate (B), and rubber seal (C).

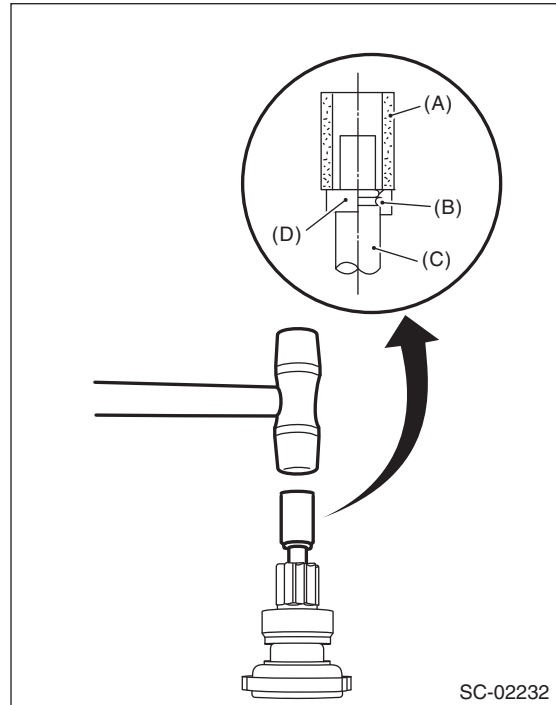


9) Lightly tap the starter housing assembly with a plastic hammer as shown in the figure, and remove the overrunning clutch, internal gear assembly, shaft and shift lever together as one piece.



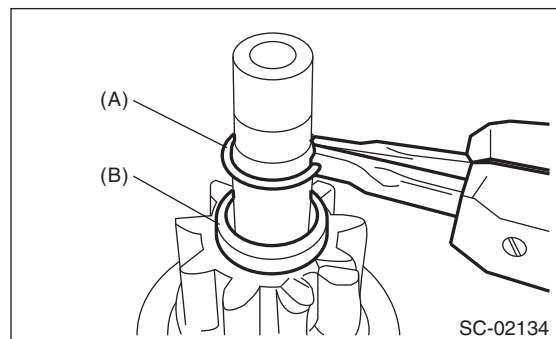
10) Use the following procedures to remove the overrunning clutch from the shaft.

(1) Use an appropriate tool (such as correctly sized socket wrenches) to lightly tap on the stopper to remove it from the snap ring.

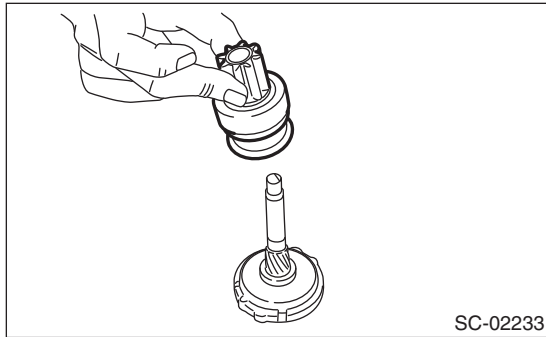


- (A) Appropriate tool
- (B) Snap ring
- (C) Shaft
- (D) Stopper

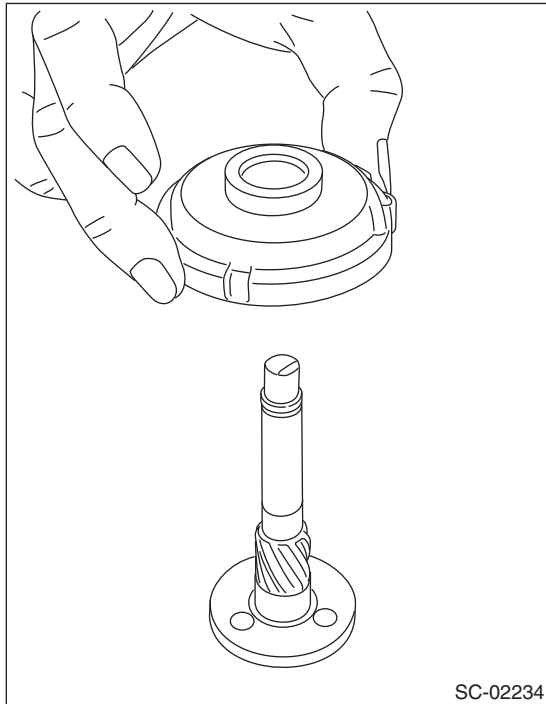
(2) Remove snap ring (A) from the shaft, and remove stopper (B).



(3) Remove the overrunning clutch from the shaft.



11) Separate the internal gear assembly and shaft.



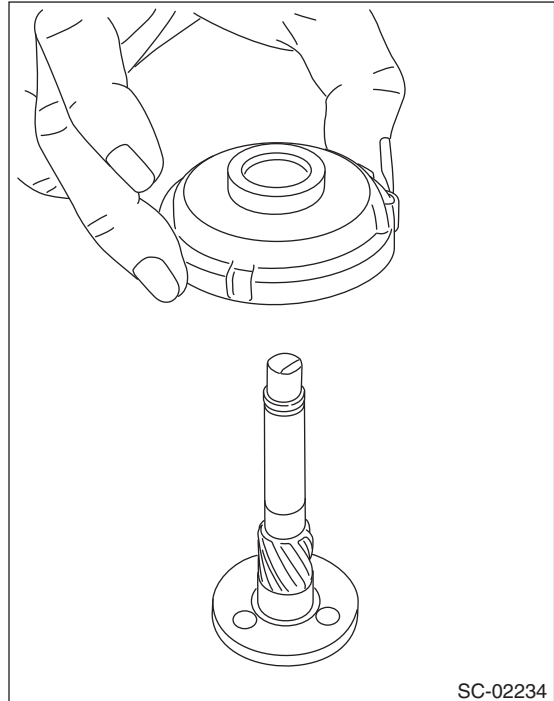
D: ASSEMBLY

1) Apply grease to the shaft sliding surfaces of the internal gear assembly.

Grease:

Marutemp #6129 or equivalent

2) Assemble the shaft to the internal gear assembly.



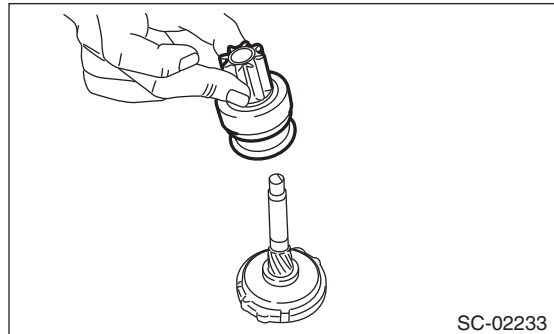
3) Use the procedures below to assemble the overrunning clutch.

(1) Apply grease to the splines of the shaft.

Grease:

Marutemp #6129 or equivalent

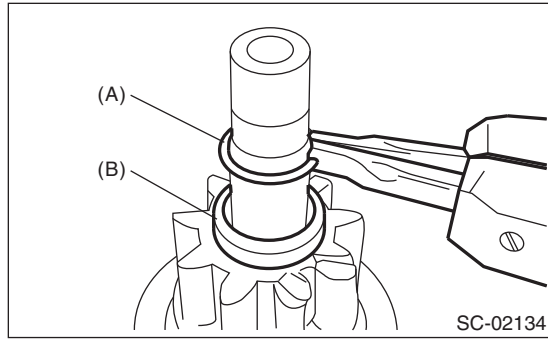
(2) Attach the overrunning clutch to the shaft.



Starter

STARTING/CHARGING SYSTEMS

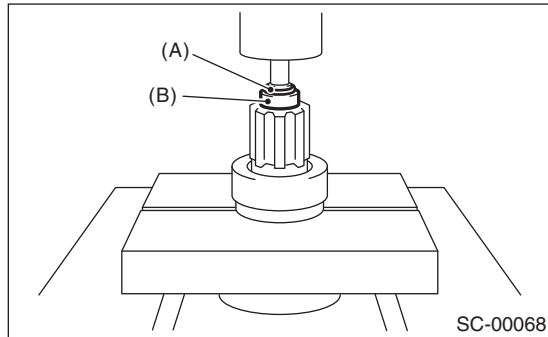
- (3) Pass stopper (B) through the shaft assembly, and attach snap ring (A).



NOTE:

Use new stoppers and snap rings.

- (4) Using a press, pressure fit stopper (B) into snap ring (A).



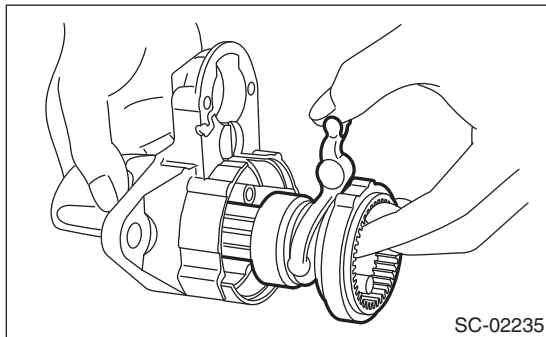
- 4) Assemble the overrunning clutch, internal gear assembly, shaft and shift lever as a single unit into the starter housing assembly.

NOTE:

Apply grease to the moving parts of the shift lever.

Grease:

Marutemp #6129 or equivalent



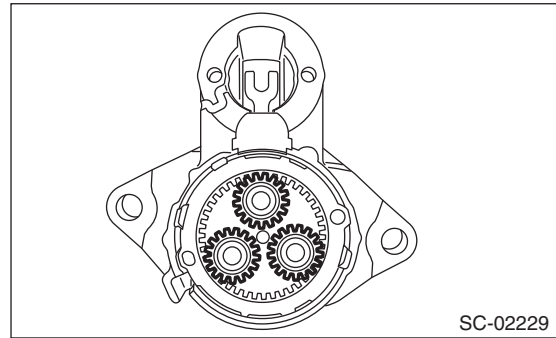
- 5) Apply grease to the inside of the internal gear assembly and pinion gear, and attach the pinion gear to the internal gear assembly.

NOTE:

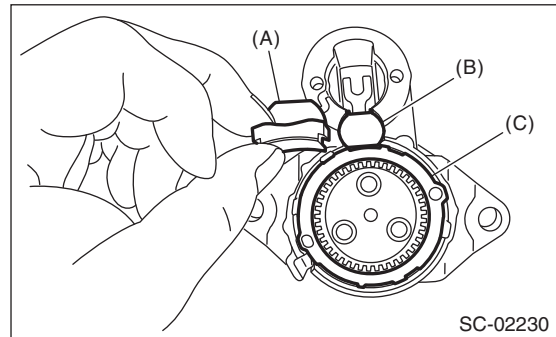
- Apply grease evenly to the contact surfaces of each gear.
- Be careful that no debris becomes attached.

Grease:

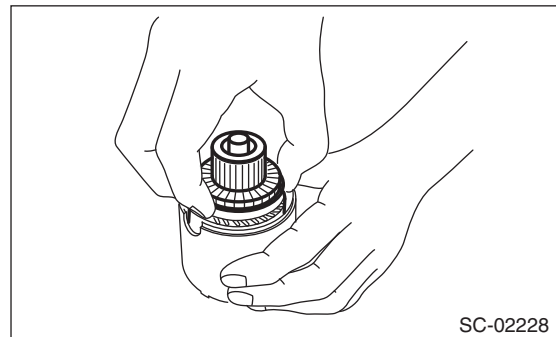
Molykote® AG650 or equivalent



- 6) Attach rubber seal (A), plate (B), and rubber seal (C).



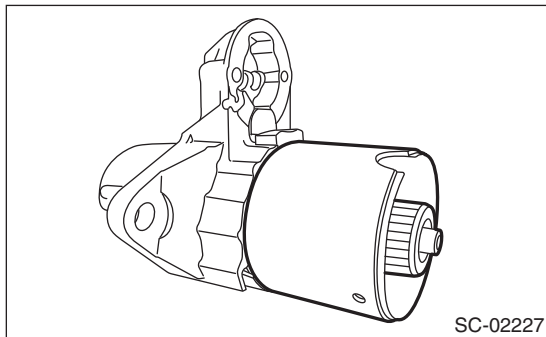
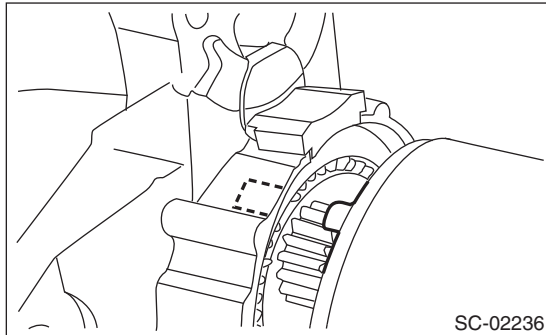
- 7) Assemble the armature assembly to the yoke assembly.



8) Attach the armature assembly and yoke assembly to the starter housing assembly together as a single unit.

NOTE:

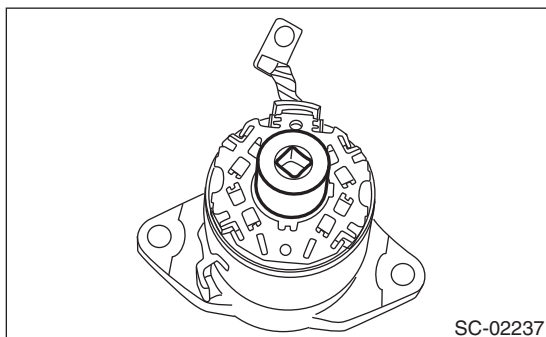
As shown in the figure, match the protrusion of the yoke assembly to the cut out of the starter housing assembly.



9) Use an appropriate tool (such as correctly sized socket wrenches) and attach the brush holder assembly to the armature assembly.

NOTE:

Be careful not to damage the brushes.



10) Attach the starter cover assembly, and affix to the brush holder assembly with screws (A).

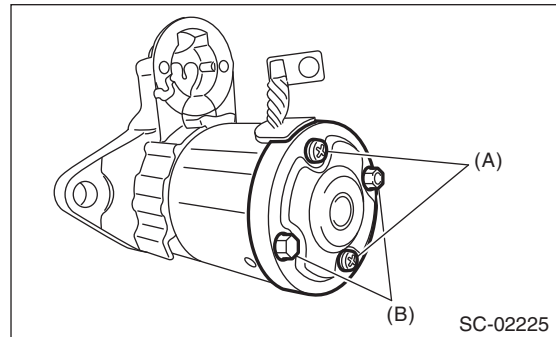
Tightening torque:

1.4 N·m (0.1 kgf-m, 1.0 ft-lb)

11) Tighten through bolts (B) on both sides.

Tightening torque:

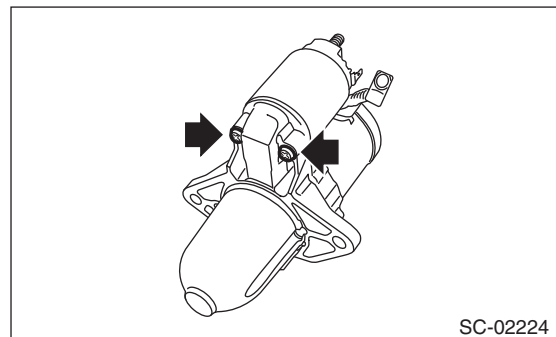
6 N·m (0.6 kgf-m, 4.4 ft-lb)



12) Attach the magnet switch assembly to the starter housing assembly, and tighten the screws.

Tightening torque:

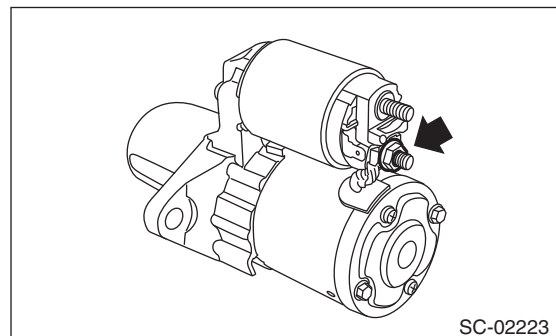
7.5 N·m (0.8 kgf-m, 5.5 ft-lb)



13) Attach the harness to the M terminal of the magnet switch assembly, and tighten the nuts.

Tightening torque:

10 N·m (1.0 kgf-m, 7.4 ft-lb)



E: INSPECTION

1. ARMATURE

1) Check the commutator for signs of seizure or stepped wear caused by roughness of the surface. If there is light wear, use sandpaper to repair.

2) Run-out test

Check for run-out on the commutator. If excessive, replace it.

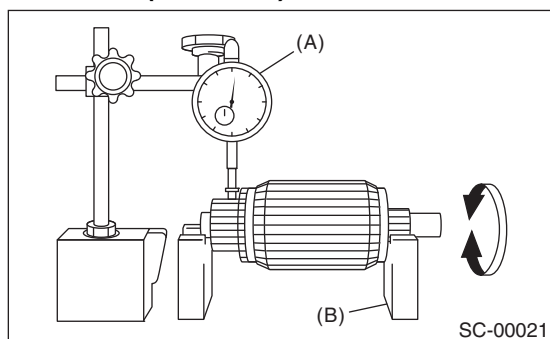
Commutator run-out:

Standard

0.05 mm (0.0020 in)

Service limit

0.10 mm (0.0039 in) or less



(A) Dial gauge

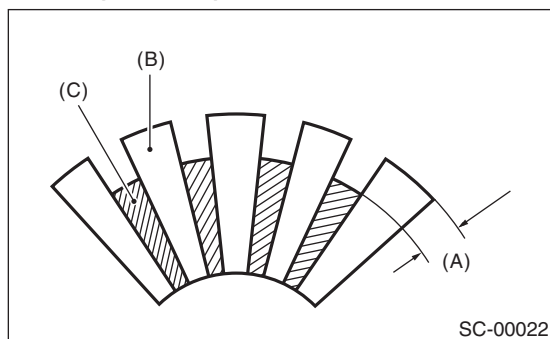
(B) V-block

3) Depth of segment mold

Check the depth of the segment mold.

Depth of segment mold:

0.5 mm (0.020 in)



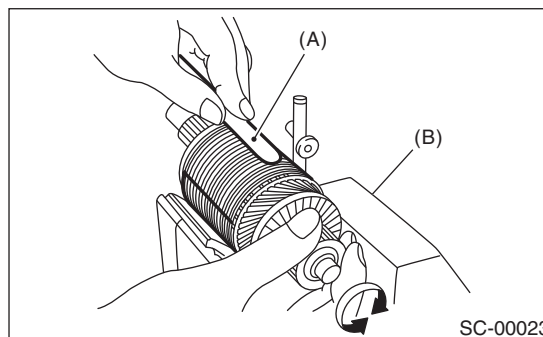
(A) Depth of mold

(B) Segment

(C) Mold

4) Armature short-circuit test

Place the armature on the growler tester to check for short circuits. While slowly turning the armature, support the steel seat for the armature core. If the circuit of the armature is shorted, the steel seat will vibrate, causing it to move towards the core. When the steel seat has moved or vibrated, replace or repair the armature with the shorted circuit.

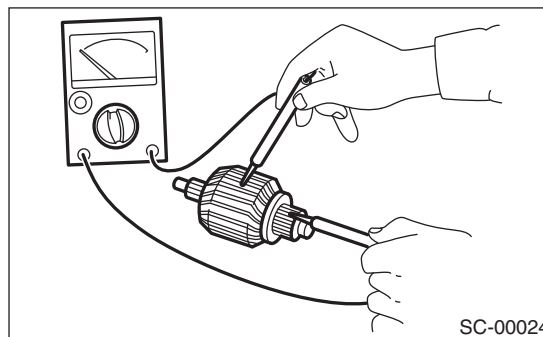


(A) Steel seat

(B) Growler tester

5) Armature ground test

Use a circuit tester to touch the probe of one side to the commutator segment, and the other probe to the shaft. If there is no continuity, it is normal. If there is continuity, the armature is grounded. If grounded, replace the armature.



2. YOKE

Make sure that the pole is set at the predetermined position.

3. OVERRUNNING CLUTCH

Check that there is no wear or damage to the piston teeth. Replace if it is damaged. If it rotates smoothly when rotated in the correct direction (counter-clockwise) and does not return to the other direction, it is normal.

CAUTION:

To prevent spilling of grease, do not clean the overrunning clutch with oil.

4. BRUSH AND BRUSH HOLDER

1) Brush length

Measure the length of the brush. If it exceeds service limits, replace it.

Replace if there is abnormal wear or cracks.

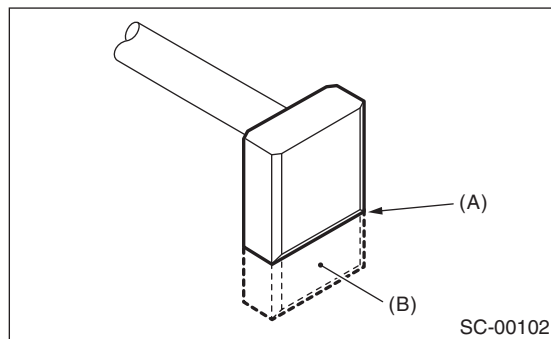
Brush length:

Standard

12.3 mm (0.484 in)

Service limit

7.0 mm (0.276 in)



(A) Service limit line

(B) Brush

2) Brush movement

Check that the brush moves smoothly in the brush holder.

3) Brush spring force

Measure the brush spring force with a spring scale. Replace the brush holder if below the service limit.

Brush spring force:

Standard

15.9 — 19.5 N (1.62 — 1.99 kgf, 3.57 — 4.38 lbf)
(When new)

Service limit

2.5 N (0.25 kgf, 0.56 lbf)

5. SWITCH ASSEMBLY

Using a circuit tester (set to “ohm”), check that there is continuity between terminals S and M, and between terminal S and ground.

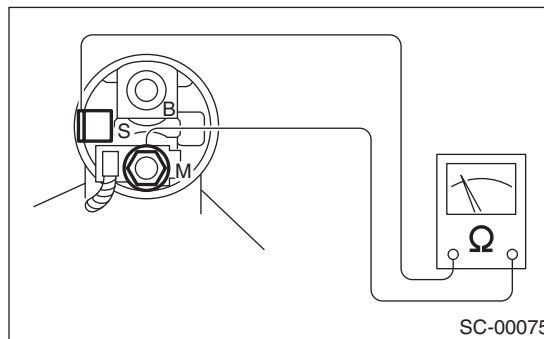
Also check to be sure there is no continuity between M terminal and B.

Terminal/Resistance:

S — M/1 Ω or less

S — Ground/1 Ω or less

M — B/1 M Ω or more



6. SWITCH ASSEMBLY OPERATION

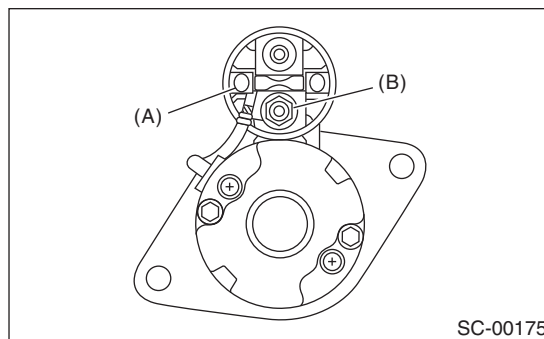
1) Using a lead wire, connect the S terminal of switch assembly to positive terminal of battery, and starter body to ground terminal of battery. The pinion should be forced endwise on shaft.

NOTE:

With the pinion forced endwise on shaft, starter motor can sometimes rotate because current flows, through pull-in coil, to motor. This is not a problem.

2) Disconnect the connector from M terminal. Then using a lead wire, connect the positive terminal of battery and M terminal and ground terminal to starter body.

In this test set up, the pinion should return to its original position even when it is pulled out with a screwdriver.



(A) S terminal

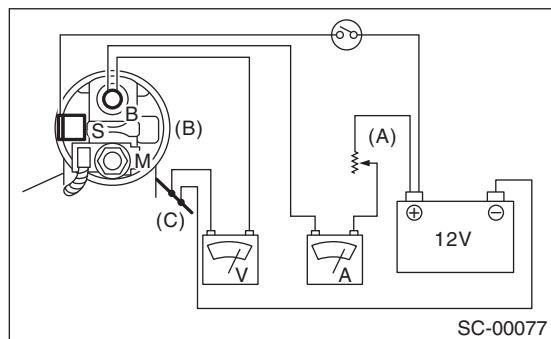
(B) M terminal

7. PERFORMANCE TEST

The starter should be submitted to performance tests whenever it has been overhauled, to assure its satisfactory performance when installed on the engine.

Three performance tests, no-load test, load test, and lock test, are presented here; however, if the load test and lock test cannot be performed, carry out at least the no-load test.

For these performance tests, use the circuit shown in figure.



- (A) Variable resistance
- (B) Magnet switch
- (C) Starter body

1) No-load test

With switch on, adjust the variable resistance until the voltage is 11 V, read the value of ammeter to measure starter speed. Compare these values with the standard.

No-load test (standard):

Voltage/Current

MT model

Max. 11 V/95 A

AT model

Max. 11 V/90 A

Rotating speed

MT model

2,500 rpm or more

AT model

2,000 rpm or more

2) Load test

Apply the specified braking torque to starter. The condition is normal if the current draw and starter speed are within standard.

Load test (standard):

Voltage/Load

MT model

7.5 V/8.84 N·m (0.9 kgf-m, 6.5 ft-lb)

AT model

7.7 V/16.7 N·m (1.7 kgf-m, 12.3 ft-lb)

Current/Speed:

MT model

300 A/870 rpm or more

AT model

400 A/710 rpm or more

3) Lock test

With the starter stalled, or not rotating, measure the torque developed and current draw when the voltage is adjusted to standard voltage.

Lock test (standard):

Voltage/Current

MT model

4 V/680 A or less

AT model

3.5 V/960 A or less

Torque

MT model

17 N·m (1.7 kgf-m, 12.5 ft-lb) or more

AT model

31 N·m (3.2 kgf-m, 22.9 ft-lb) or more