

## **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 also 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 enough.

- Disconnect the battery in order to prevent a short circuit.
- Remove all wiring from the original starter and then remove the starter.
- Fit the WOSP 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 fail altogether.
- Fit the solenoid trigger wire to the 6.5mm male lucar 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 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.

- Remove the main power cable from your existing inertia type starter and then remove the unit from your vehicle.
- Fit the WOSP 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 fail 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 WOSP starter motor. This will then convert the wiring arrangement to 'pre-engaged type'.

