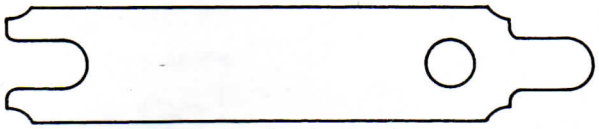
DRAWING 'D'



Starter to block shim

NOTE: The height of the starter mounting pad varies from block to block, that's why you have to shim 'em! Remember, a properly shimmed starter will spin faster, last longer and put less strain on the battery.

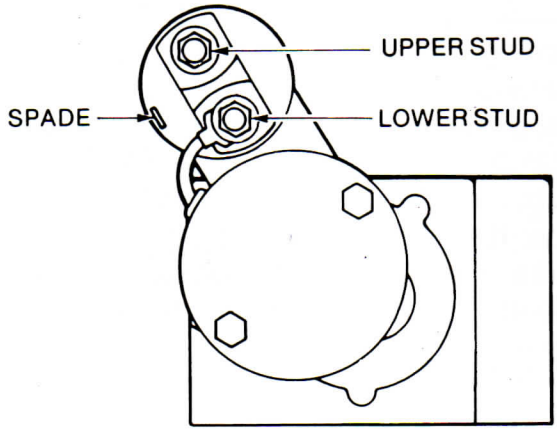
Additional starter oil pan/frame clearance

On all GPE starters, the body of the starter and solenoid can be rotated for additional oil pan or frame clearance. More clearance can be gained by grinding the starter gear drive casting and shortening the gear drive retaining bolt boss. In some instances you may have to alter your oil pan, but having a starter that works properly will make a little extra work worthwhile.

Electrical Connection

Drawing 'E' shows the three working wire terminals on the solenoid. Two have threaded (8mm) studs and one is a male spade (push on).

DRAWING 'E'



The three working electrical terminals.

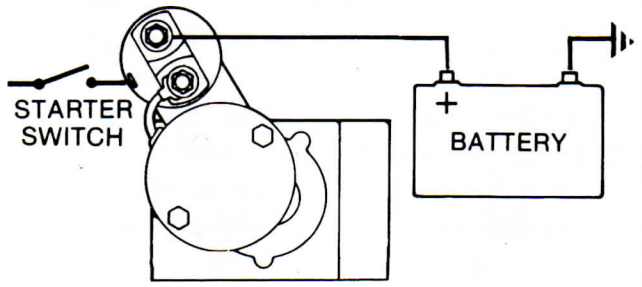
The two most common methods of wiring your Pro-Start starter are for General Motors (standard) and Ford/Chrysler (remote solenoid). Use the method your application requires.

GENERAL MOTORS (Standard)

Connect the positive battery cable to the unused upper stud and the starter switch lead to the spade connection as shown in see drawing 'F'. If your starter lead does not have the correct female connector, use the connector supplied with the starter.

FEMALE PUSH-ON CONNECTOR

DRAWING 'F'

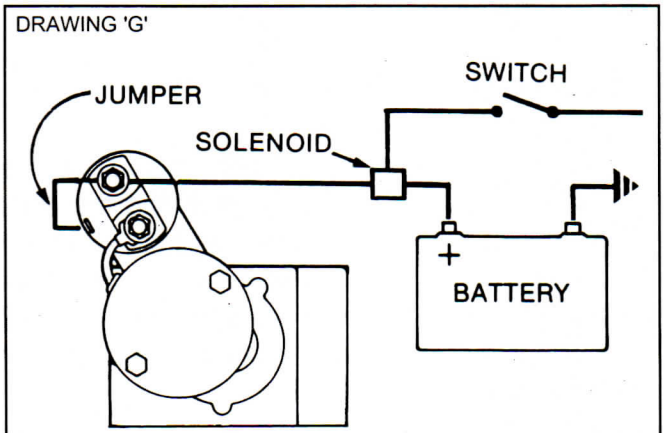


General Motors (Standard)electrical connection.

FORD/CHRYSLER (Remote Solenoid)

If your vehicle has a remote solenoid, connect the battery cable from the solenoid to the upper stud and connect a jumper from the upper stud to the spade as shown in drawing 'G'.

DRAWING 'G'



Ford/Chrysler (Remote Solenoid) electrical connection.