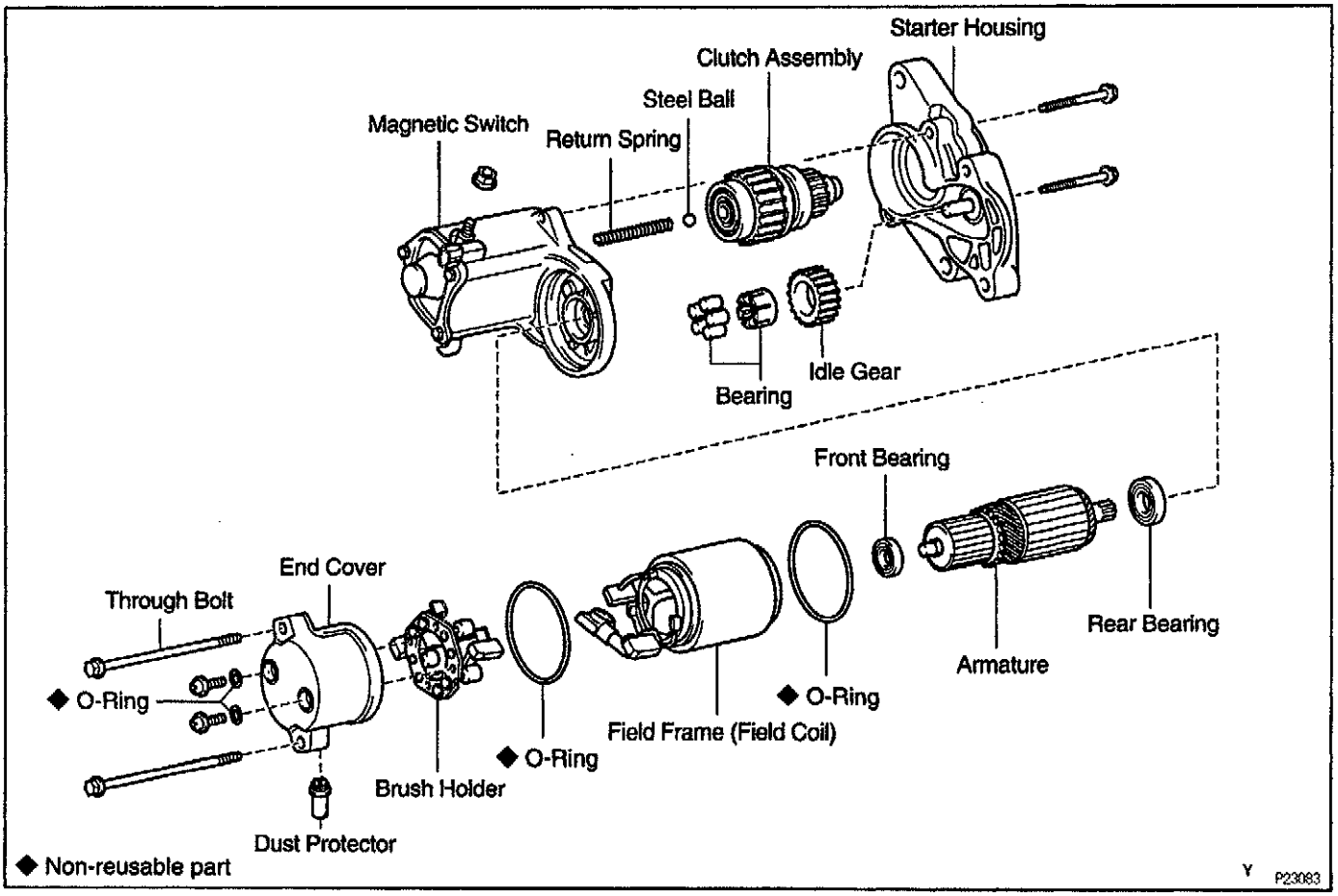
STARTER

COMPONENTS FOR DISASSEMBLY AND ASSEMBLY

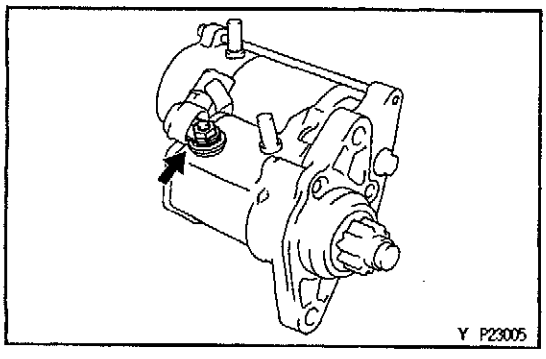
ST00W-15



STARTER DISASSEMBLY

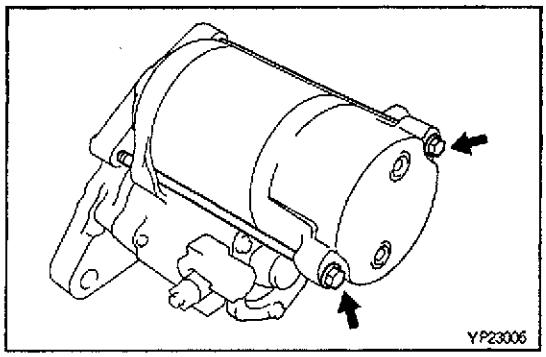
ST00W-02

Assembly is in the reverse order of disassembly.
ASSEMBLY HINT: Use high–temperature grease to lubricate the bearings, gears, return spring and steel ball when assembling the starter.



1. REMOVE FIELD FRAME AND ARMATURE

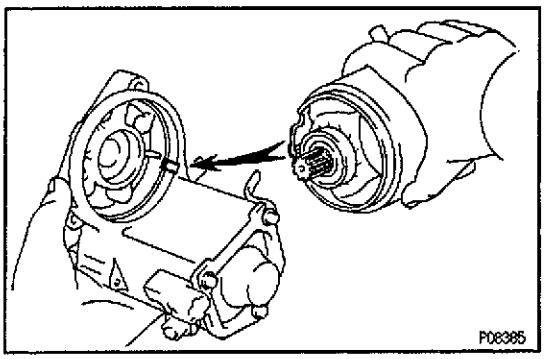
(a) Remove the nut, and disconnect the lead wire from the magnetic switch terminal.
Torque: 5.4 N·m (55 kgf·cm, 48 in.·lbf)



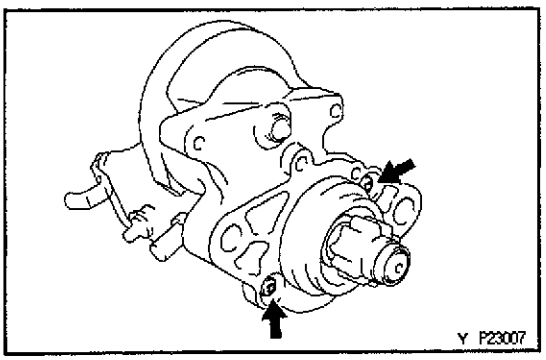
(b) Remove the 2 through bolts.
Torque: 9.3 N·m (95 kgf·cm, 82 in.·lbf)

(c) Pull out the field frame with the armature from the magnetic switch assembly.

(d) Remove the O—ring.
ASSEMBLY HINT: Use a new O—ring.

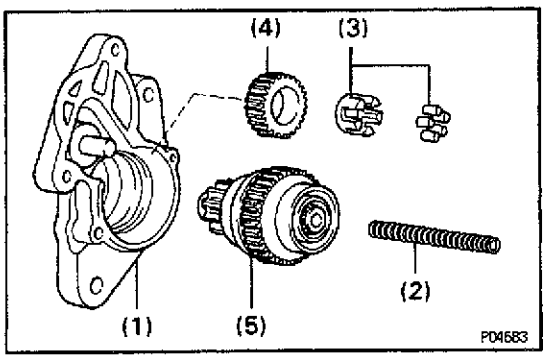


ASSEMBLY HINT: Align the protrusion of the field frame with cutout of the magnetic switch.

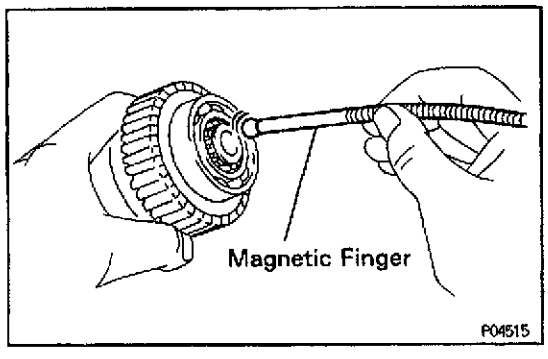


2. REMOVE STARTER HOUSING, CLUTCH ASSEMBLY AND GEAR

(a) Remove the 2 screws.
Torque: 9..3 N·m (95 kgf·cm, 82 in.·lbf)

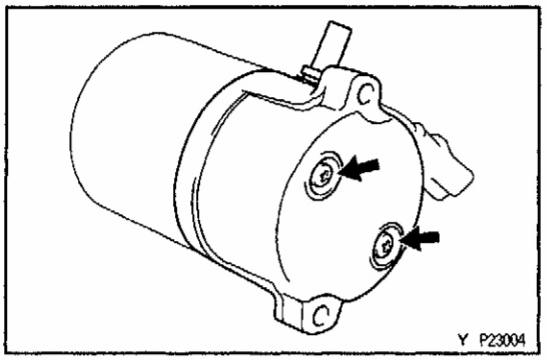


(b) Remove these parts from the magnetic switch assembly:
(1) Starter housing
(2) Return spring
(3) Bearing
(4) Idler gear
(5) Starter clutch assembly



3. REMOVE STEEL BALL

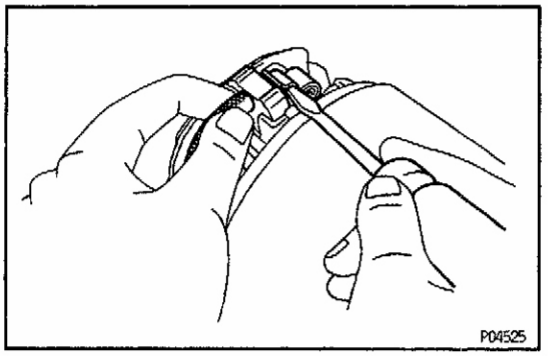
Using a magnetic finger, remove the steel ball from the clutch shaft hole.



4. REMOVE BRUSH HOLDER

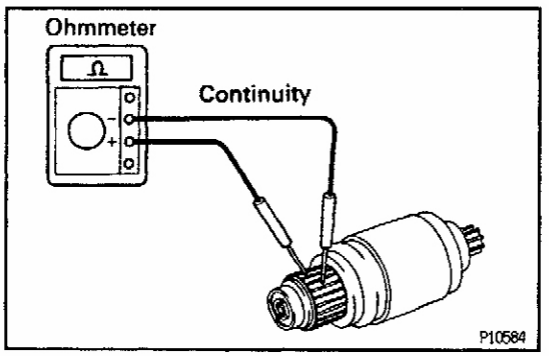
(a) Remove the 2 screws, 2 O–rings and end cover from the field frame.
Torque: 3.8 N·m (40 kgf·cm, 35 in.·lbf)
ASSEMBLY HINT: Use new O–rings.

(b) Remove the O–ring from the field frame.
ASSEMBLY HINT: Use a new O–ring.



(c) Using a screwdriver, hold the spring back and disconnect the brush from the brush holder. Disconnect the four brushes and remove the brush holder.

5. REMOVE ARMATURE FROM FIELD FRAME



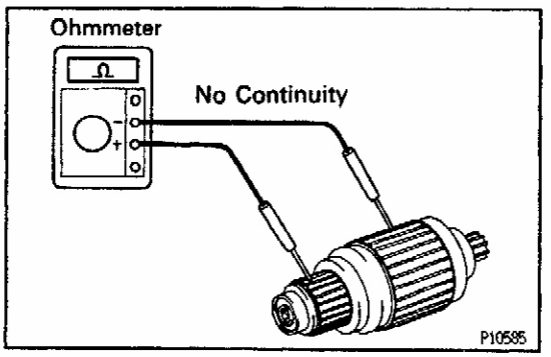
STARTER INSPECTION AND REPAIR

ST09X–02

Armature Coil

1. INSPECT COMMUTATOR FOR OPEN CIRCUIT

Using an ohmmeter, check that there is continuity between the segments of the commutator.
If there is no continuity between any segment, replace the armature.



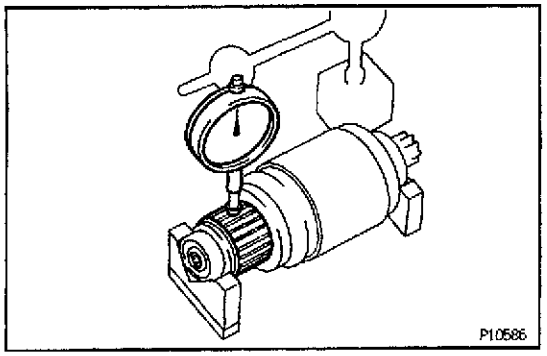
2. INSPECT COMMUTATOR FOR GROUND

Using an ohmmeter, check that there is no continuity between the commutator and armature coil core.
If there is continuity, replace the armature.

Commutator

1. INSPECT COMMUTATOR FOR DIRTY AND BURNT SURFACES

If the surface is dirty or burnt, correct it with sandpaper (No. 400) or on a lathe.



2. INSPECT COMMUTATOR CIRCLE RUNOUT

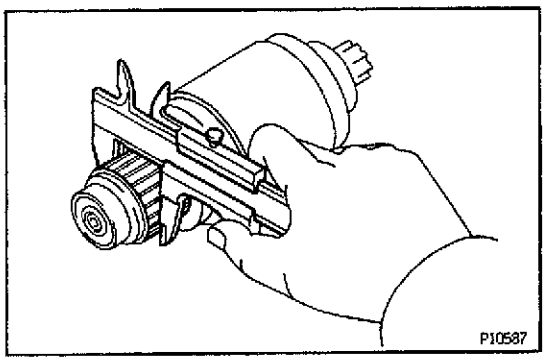
(a) Place the commutator on V–blocks.

(b) Using a dial gauge, measure the circle runout.

Maximum circle runout:

0.05 mm (0.0020 in.)

If the circle runout is greater than maximum, correct it on a lathe.



3. INSPECT COMMUTATOR DIAMETER

Using a vernier caliper, measure the commutator diameter.

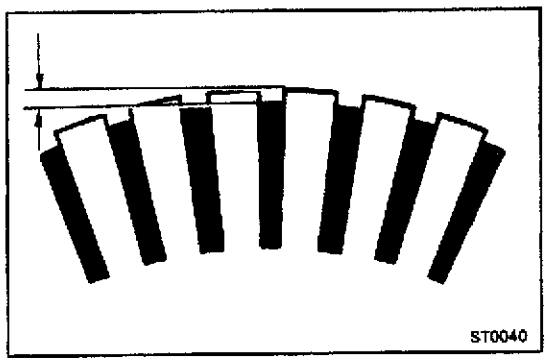
Standard diameter:

35 mm (1.38 in.)

Minimum diameter:

34 mm (1.34 in.)

If the diameter is less than minimum, replace the armature.



4. INSPECT UNDERCUT DEPTH

Check that the undercut depth is clean and free of foreign materials. Smooth out the edge.

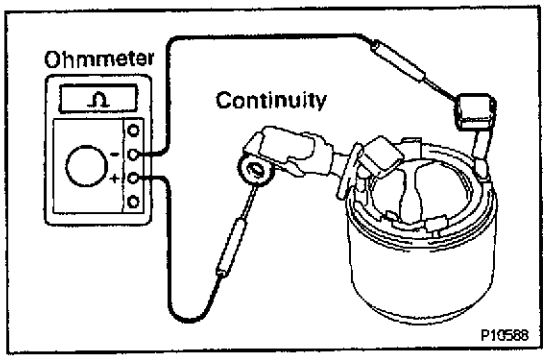
Standard undercut depth:

0.7 mm (0.028 in.)

Minimum undercut depth:

0.2 mm (0.008 in.)

If the undercut depth is less than minimum, correct it with a hacksaw blade.

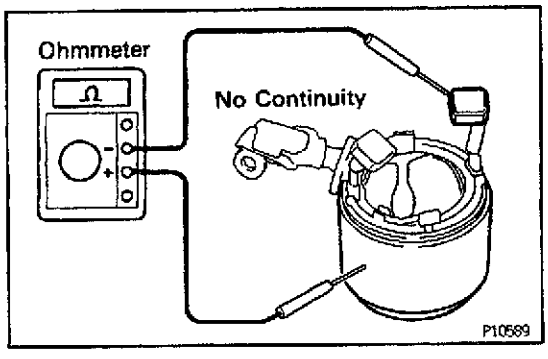


Field Frame (Field Coil)

1. INSPECT FIELD COIL FOR OPEN CIRCUIT

Using an ohmmeter, check that there is continuity between the lead wire and field coil brush lead.

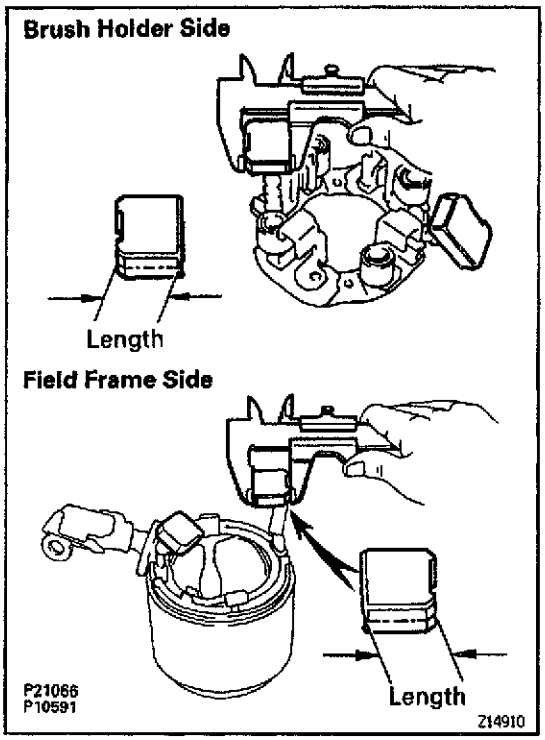
If there is no continuity, replace the field frame.



2. INSPECT FIELD COIL FOR GROUND

Using an ohmmeter, check that there is no continuity between the field coil end and field frame.

If there is continuity, repair or replace the field frame.



Brushes

INSPECT BRUSH LENGTH

Using a vernier caliper, measure the brush length.

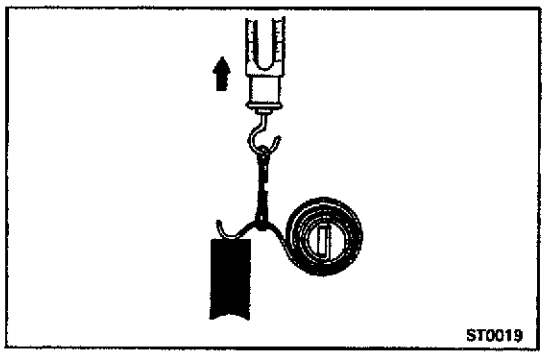
Standard length:

15.0 mm (0.591 in.)

Minimum length:

9.0 mm (0.354 in.)

If the length is less than minimum, replace the brush holder and field frame.



Brush Springs

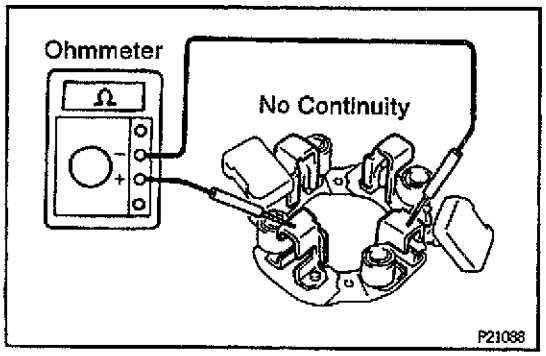
INSPECT BRUSH SPRING LOAD

Take the pull scale reading the instant the brush spring separates from the brush.

Spring installed load:

12.7 – 24.5 N (1.30 – 2.50 kgf, 2.7 – 5.3 lbf)

If the installed load is not within specification, replace the brush springs.



Brush Holder

INSPECT BRUSH HOLDER INSULATION

Using an ohmmeter, check that there is no continuity between the positive (+) and negative (–) brush holders.

If there is continuity, repair or replace the brush holder.

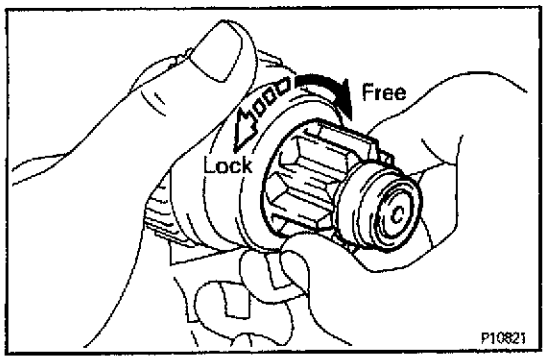
Clutch and Gears

1. **INSPECT GEAR TEETH**

   Check the gear teeth on the pinion gear, idle gear and clutch assembly for wear or damage.

   If damaged, replace the gear or clutch assembly.

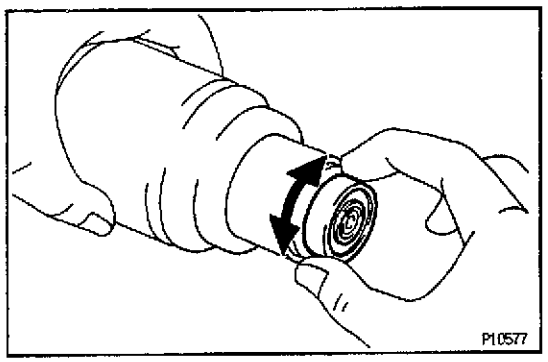
   If damaged, also check the drive plate ring gear for wear or damage.



2. INSPECT CLUTCH PINION GEAR

Hold the starter clutch and rotate the pinion gear clockwise, and check that it turns freely. Try to rotate the pinion gear counterclockwise and check that it locks.

If necessary, replace the clutch assembly.

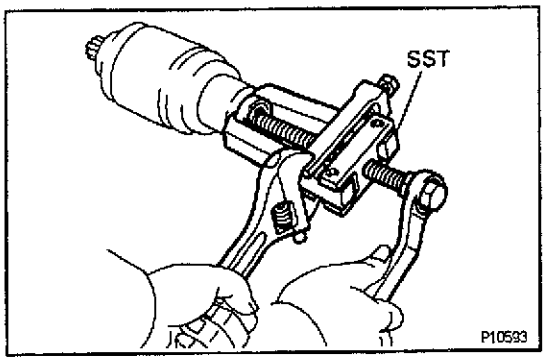


Bearings

1. INSPECT FRONT BEARING

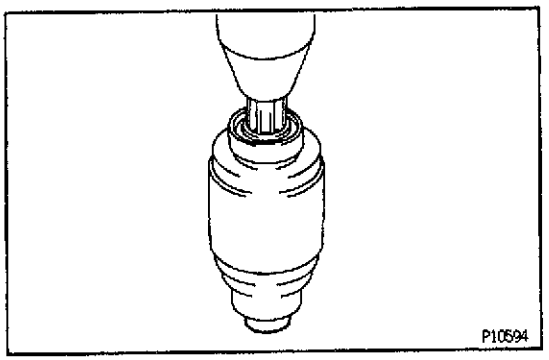
Turn each bearing by hand while applying inward force.

If resistance is felt or the bearing sticks, replace the bearing.

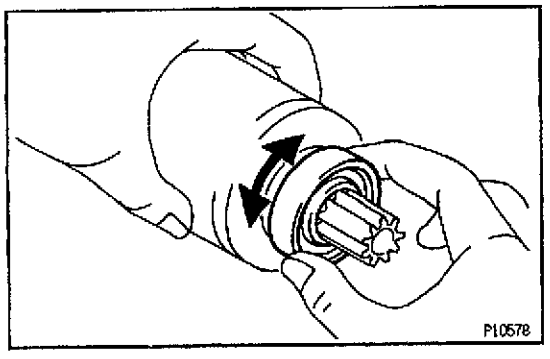


2. IF NECESSARY, REPLACE FRONT BEARING

(a) Using SST, remove the bearing.
SST 09286—46011



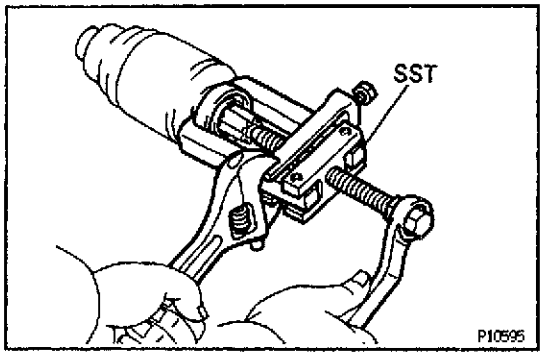
(b) Using a press, press in a new front bearing.



3. INSPECT REAR BEARING

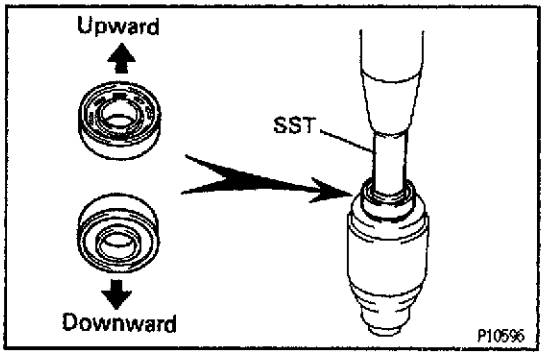
Turn each bearing by hand while applying inward force.

If resistance is felt or the bearing sticks, replace the bearing.



4. IF NECESSARY, REPLACE REAR BEARING

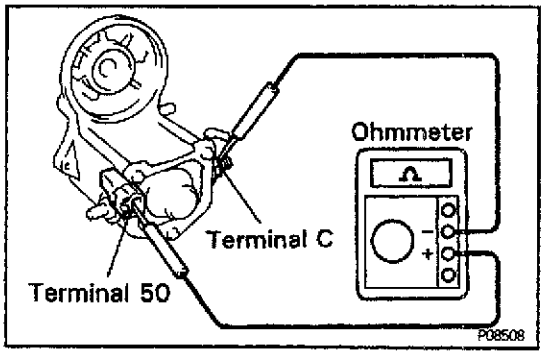
(a) Using SST, remove the bearing.
SST 09286–46011



(b) Using a press, press in a new rear bearing.
NOTICE: Be careful of the bearing installation direction.
SST 09820–00030

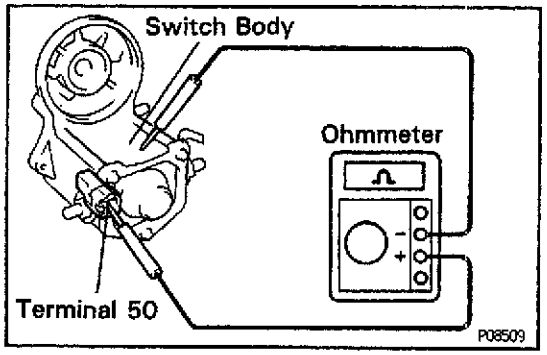
ST

Magnetic Switch



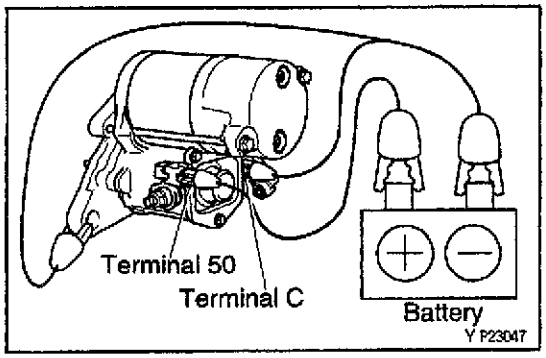
1. PERFORM PULL–IN COIL OPEN CIRCUIT TEST

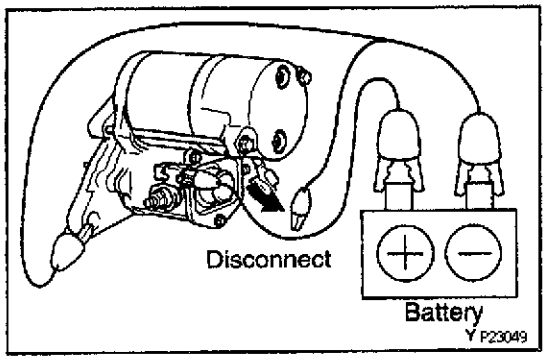
Using an ohmmeter, check that there is continuity between terminals 50 and C.
If there is no continuity, replace the magnetic switch.

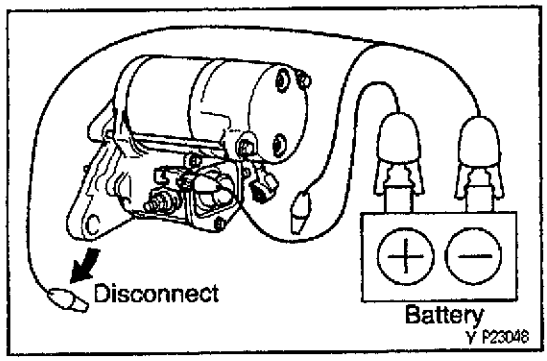


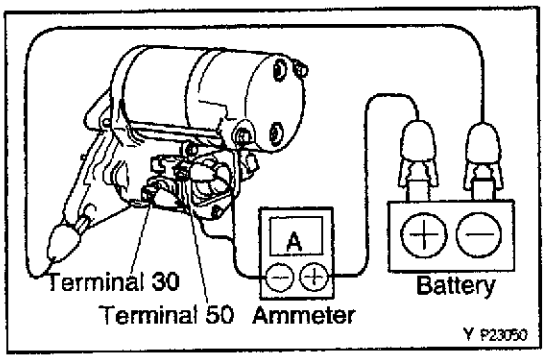
2. PERFORM HOLD–IN COIL OPEN CIRCUIT TEST

Using an ohmmeter, check that there is continuity between terminal 50 and the switch body.
If there is no continuity, replace the magnetic switch.









STARTER PERFORMANCE TEST

NOTICE: These tests must be performed within 3 to 5 seconds to avoid burning out the coil.

1. PERFORM PULL—IN TEST

(a) Disconnect the field coil lead wire from terminal C.

(b) Connect the battery to the magnetic switch as shown.
Check that the clutch pinion gear moves outward.
If the clutch pinion gear does not move, replace the magnetic switch assembly.

2. PERFORM HOLD—IN TEST

With battery connected as above with the clutch pinion gear out, disconnect the negative (—) lead from terminal C. Check that the pinion gear remains out.
If the clutch pinion gear returns inward, replace the magnetic switch assembly.

3. INSPECT CLUTCH PINION GEAR RETURN

Disconnect the negative (—) lead from the switch body.
Check that the clutch pinion gear returns inward.
If the clutch pinion gear does not return, replace the magnetic switch assembly.

4. PERFORM NO—LOAD PERFORMANCE TEST

(a) Connect the battery and ammeter to the starter as shown.

(b) Check that the starter rotates smoothly and steadily with the pinion gear moving out. Check that the ammeter shows the specified current.

Specified current:

At 11.5V: 100 A or less