

STARTING SYSTEMS

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GENERAL INFORMATION

OVERVIEW

The battery, starting, and charging systems operate with one another, and must be tested as a complete system. In order for the vehicle to start and charge properly, all of the components involved in these systems must perform within specifications.

Group 8A covers the battery, Group 8B covers the starting system, and Group 8C covers the charging system. Refer to Group 8W - Wiring Diagrams for complete circuit descriptions and diagrams. We have separated these systems to make it easier to locate the information you are seeking within this Service Manual. However, when attempting to diagnose any of these systems, it is important that you keep their interdependency in mind.

The diagnostic procedures used in these groups include the most basic conventional diagnostic methods, to the more sophisticated On-Board Diagnostics (OBD) built into the Powertrain Control Module (PCM). Use of a induction milliampere ammeter, volt/ohmmeter, battery charger, carbon pile rheostat (load tester), and 12-volt test lamp may be required.

All OBD-sensed systems are monitored by the PCM. Each monitored circuit is assigned a Diagnostic Trouble Code (DTC). The PCM will store a DTC in electronic memory for any failure it detects. Refer to On-Board Diagnostics Test in Group 8C - Charging System for more information.

INTRODUCTION

The starting system consists of:

- Battery
- Starter relay
- Starter with an integral solenoid
- Ignition switch

- Clutch pedal position switch (manual transmission)
- Park/neutral position switch (automatic transmission)
- Wire harness and connections.

This group covers diagnosis of the complete starting system, except the battery. However, this group only covers service procedures for the starter and starter relay. Service procedures for other starting system components can be located as follows:

- Battery - refer to Group 8A - Battery for the diagnostic and service procedures
- Ignition switch - refer to Group 8D - Ignition Systems for the service procedures
- Clutch pedal position switch - refer to Group 6 - Clutch for the service procedures
- Park/neutral position switch - refer to Group 21 - Transmission for the service procedures
- Wire harness and connections - refer to Group 8W - Wiring Diagrams for the service procedures.

STARTING SYSTEM

The starting system components form two separate circuits. A high-amperage feed circuit that feeds the starter between 150 and 350 amperes (700 amperes - diesel engine), and a low-amperage control circuit that operates on less than 20 amperes.

If the vehicle is equipped with an automatic transmission, battery voltage is supplied through the low-amperage control circuit to the coil battery terminal of the starter relay when the ignition switch is turned to the Start position. The park/neutral position switch is installed in series between the starter relay coil ground terminal and ground. This normally open switch prevents the starter relay from being energized unless the automatic transmission gear selector is in the Neutral or Park positions.

GENERAL INFORMATION (Continued)

If the vehicle is equipped with a manual transmission, it has a clutch pedal position switch installed in series between the ignition switch and the coil battery terminal of the starter relay. This normally open switch prevents the starter relay from being energized unless the clutch pedal is depressed, preventing starter operation while the clutch disc and the flywheel are engaged. The starter relay coil ground terminal is always grounded on vehicles with a manual transmission.

When the starter relay coil is energized, the normally open relay contacts close. The relay contacts connect the relay common feed terminal to the relay normally open terminal. The closed relay contacts energize the starter solenoid coil windings.

The energized solenoid pull-in coil pulls in the solenoid plunger. The solenoid plunger pulls the shift lever in the starter. This engages the starter overrunning clutch and pinion gear with the starter ring gear on the manual transmission flywheel, or on the automatic transmission torque converter.

As the solenoid plunger reaches the end of its travel, the solenoid contact disc completes the high-amperage starter feed circuit and energizes the solenoid plunger hold-in coil. Current now flows between the solenoid battery terminal and the starter motor, energizing the starter.

Once the engine starts, the overrunning clutch protects the starter from damage by allowing the starter pinion gear to spin faster than the pinion shaft. When the driver releases the ignition switch to the On position, the starter relay coil is de-energized. This causes the relay contacts to open. When the relay contacts open, the starter solenoid plunger hold-in coil is de-energized.

When the solenoid plunger hold-in coil is de-energized, the solenoid plunger return spring returns the plunger to its relaxed position. This causes the contact disc to open the starter feed circuit, and the shift lever to disengage the overrunning clutch and pinion gear from the starter ring gear.

DESCRIPTION AND OPERATION

STARTER

The starter motor incorporates several features to create a reliable, efficient, compact, and lightweight unit. A planetary gear system (intermediate transmission) is used between the electric motor and the pinion gear. This feature makes it possible to reduce the dimensions of the starter. At the same time, it allows higher armature rotational speed and delivers increased torque through the pinion gear to the starter ring gear on the manual transmission flywheel or the automatic transmission torque converter.

The starter motors for all engines are activated by a solenoid mounted to the overrunning clutch housing. However, the starter motor and solenoid are serviced only as a complete assembly. If either component is faulty or damaged, the entire starter assembly must be replaced.

STARTER RELAY

The starter relay is a International Standards Organization (ISO)-type relay. The starter relay is a electromechanical device that switches battery current to the pull-in coil of the starter solenoid when the ignition switch is turned to the Start position. See Starter Relay in the Diagnosis and Testing section of this group for more information.

The starter relay is located in the Power Distribution Center (PDC), in the engine compartment. Refer to the PDC label for relay identification and location.

The starter relay cannot be repaired and, if faulty or damaged, it must be replaced.

DIAGNOSIS AND TESTING

STARTING SYSTEM

For circuit descriptions and diagrams, refer to 8W-21 - Starting System in Group 8W - Wiring Diagrams.

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING ANY STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

INSPECTION

Before removing any unit from the starting system for repair or diagnosis, perform the following inspections:

- **Battery** - Visually inspect the battery for indications of physical damage and loose or corroded cable connections. Determine the state-of-charge and cranking capacity of the battery. Charge or replace the battery, if required. Refer to Group 8A - Battery for more information.

- **Ignition Switch** - Visually inspect the ignition switch for indications of physical damage and loose or corroded wire harness connections.

- **Clutch Pedal Position Switch** - Visually inspect the clutch pedal position switch for indications of physical damage and loose or corroded wire harness connections.

DIAGNOSIS AND TESTING (Continued)

- **Park/Neutral Position Switch** - Visually inspect the park/neutral position switch for indications of physical damage and loose or corroded wire harness connections.

- **Starter Relay** - Visually inspect the starter relay for indications of physical damage and loose or corroded wire harness connections.

- **Starter** - Visually inspect the starter for indications of physical damage and loose or corroded wire harness connections.

- **Starter Solenoid** - Visually inspect the starter solenoid for indications of physical damage and loose or corroded wire harness connections.

- **Wiring** - Visually inspect the wire harness for damage. Repair or replace any faulty wiring, as required.

COLD CRANKING TEST

For circuit descriptions and diagrams, refer to 8W-21 - Starting System in Group 8W - Wiring Diagrams. The battery must be fully-charged and load-tested before proceeding. Refer to Group 8A - Battery for more information.

- (1) Connect a suitable volt-ampere tester to the battery terminals (Fig. 1). Refer to the operating instructions provided with the tester being used.

- (2) Fully engage the parking brake.

- (3) If the vehicle is equipped with an automatic transmission, place the gearshift selector lever in the Park position. If the vehicle is equipped with a manual transmission, place the gearshift selector lever in the Neutral position and fully depress the clutch pedal.

- (4) Verify that all lamps and accessories are turned off.

WARNING: MODELS EQUIPPED WITH THE DIESEL ENGINE OPTION ALSO HAVE AN AUTOMATIC SHUTDOWN (ASD) RELAY LOCATED IN THE POWER DISTRIBUTION CENTER (PDC). HOWEVER, REMOVAL OF THE ASD RELAY MAY NOT PREVENT THE DIESEL ENGINE FROM STARTING. BE CERTAIN TO UNPLUG THE FUEL SHUTDOWN SOLENOID WIRE HARNESS CONNECTOR. FAILURE TO DO SO MAY RESULT IN PERSONAL INJURY.

- (5) To prevent the gasoline engine from starting, unplug the Automatic ShutDown (ASD) relay. The ASD relay is located in the Power Distribution Center (PDC). Refer to the PDC label for ASD relay identification and location. To prevent the diesel engine from starting, unplug the fuel shutdown solenoid wire harness connector (Fig. 2).

- (6) Rotate and hold the ignition switch in the Start position. Note the cranking voltage and current (amperage) draw.

- (a) If the voltage reads below 9.6 volts, remove the starter for bench testing. If the starter bench test is OK, refer to Group 9 - Engine for further diagnosis of the engine. If the starter bench test is not OK, replace the faulty starter.

- (b) If the voltage reads above 9.6 volts and the current (amperage) draw reads below specifications, see Feed Circuit Test in the Diagnosis and Testing section of this group.

- (c) If the voltage reads 12.5 volts or greater and the starter does not turn, see Control Circuit Test in the Diagnosis and Testing section of this group.

- (d) If the voltage reads 12.5 volts or greater and the starter turns very slowly, see Feed Circuit Test in the Diagnosis and Testing section of this group.

NOTE: A cold engine will increase the starter current (amperage) draw reading, and reduce the battery voltage reading.

FEED CIRCUIT TEST

The starter feed circuit test (voltage drop method) will determine if there is excessive resistance in the high-amperage circuit. For circuit descriptions and diagrams, refer to 8W-21 - Starting System in Group 8W - Wiring Diagrams.

When performing these tests, it is important to remember that the voltage drop is giving an indication of the resistance between the two points at which the voltmeter probes are attached.

Example: When testing the resistance of the battery positive cable, touch the voltmeter leads to the battery positive cable clamp and the cable connector at the starter solenoid. If you probe the battery positive terminal post and the cable connector at the starter solenoid, you are reading the combined voltage drop in the battery positive cable clamp-to-terminal post connection and the battery positive cable.

The following operation will require a voltmeter accurate to 1/10 (0.10) volt. Before performing the tests, be certain that the following procedures are accomplished:

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- Battery is fully-charged and load-tested. Refer to Group 8A - Battery for more information.

- Fully engage the parking brake.

DIAGNOSIS AND TESTING (Continued)

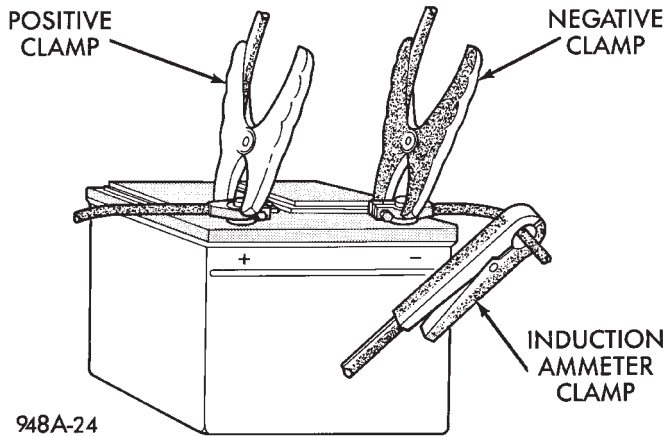
Starting System Diagnosis		
CONDITION	POSSIBLE CAUSE	CORRECTION
STARTER FAILS TO ENGAGE.	<ol style="list-style-type: none"> 1. Battery discharged or faulty. 2. Starting circuit wiring faulty. 3. Starter relay faulty. 4. Ignition switch faulty. 5. Park/Neutral position switch (automatic transmission) faulty or misadjusted. 6. Clutch pedal position switch (manual transmission) faulty. 7. Starter solenoid faulty. 8. Starter assembly faulty. 	<ol style="list-style-type: none"> 1. Refer to Group 8A - Battery. Charge or replace the battery, if required. 2. See Cold Cranking Test in the Diagnosis and Testing section of this group. Test and repair the starter feed and/or control circuits, if required. 3. See Relay Test in the Diagnosis and Testing section of this group. Replace the starter relay, if required. 4. See Ignition Switch Test in the Diagnosis and Testing section of this group. Replace the ignition switch, if required. 5. See Park/Neutral Position Switch Test in the Diagnosis and Testing section of this group. Replace the park/neutral position switch, if required. 6. See Clutch Pedal Position Switch Test in the Diagnosis and Testing section of this group. Replace the clutch pedal position switch, if required. 7. See Solenoid Test in the Diagnosis and Testing section of this group. Replace the starter assembly, if required. 8. If all other starting system components and circuits test OK, replace the starter assembly.
STARTER ENGAGES, FAILS TO TURN ENGINE.	<ol style="list-style-type: none"> 1. Battery discharged or faulty. 2. Starting circuit wiring faulty. 3. Starter assembly faulty. 4. Engine seized. 	<ol style="list-style-type: none"> 1. Refer to Group 8A - Battery. Charge or replace the battery, if required. 2. See Cold Cranking Test in the Diagnosis and Testing section of this group. Test and repair the starter feed and/or control circuits, if required. 3. If all other starting system components and circuits test OK, replace the starter assembly. 4. Refer to Group 9 - Engine for the diagnostic and service procedures.
STARTER ENGAGES, SPINS OUT BEFORE ENGINE STARTS.	<ol style="list-style-type: none"> 1. Broken teeth on starter ring gear. 2. Starter assembly faulty. 	<ol style="list-style-type: none"> 1. See Starter in the Removal and Installation section of this group. Remove the starter to inspect the starter ring gear. Replace the starter ring gear, if required. 2. If all other starting system components and circuits test OK, replace the starter assembly.
STARTER DOES NOT DISENGAGE.	<ol style="list-style-type: none"> 1. Starter improperly installed. 2. Starter relay faulty. 3. Ignition switch faulty. 4. Starter assembly faulty. 	<ol style="list-style-type: none"> 1. See Starter in the Removal and Installation section of this group. Tighten the starter mounting hardware to correct torque specifications. 2. See Relay Test in the Diagnosis and Testing section of this group. Replace the starter relay, if required. 3. See Ignition Switch Test in the Diagnosis and Testing section of this group. Replace the ignition switch, if required. 4. If all other starting system components and circuits test OK, replace the starter assembly.

• If the vehicle is equipped with an automatic transmission, place the gearshift selector lever in the Park position. If the vehicle is equipped with a manual transmission, place the gearshift selector lever in

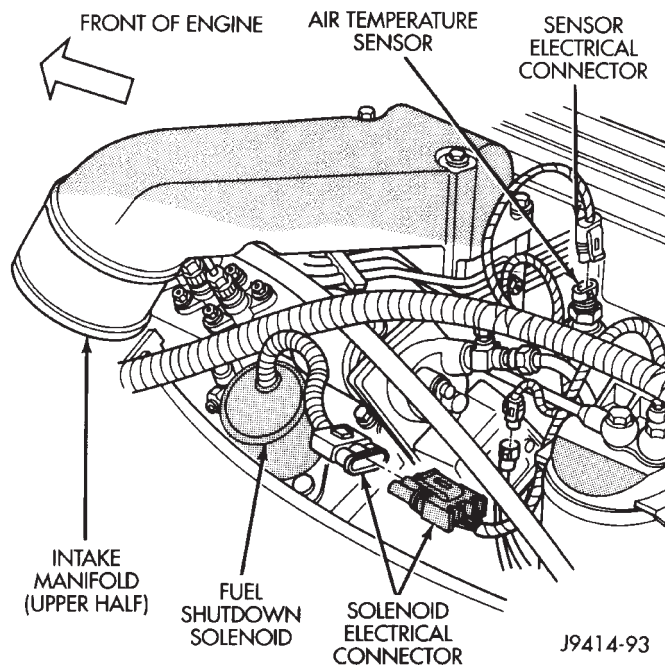
the Neutral position and fully depress the clutch pedal.

• Verify that all lamps and accessories are turned off.

DIAGNOSIS AND TESTING (Continued)



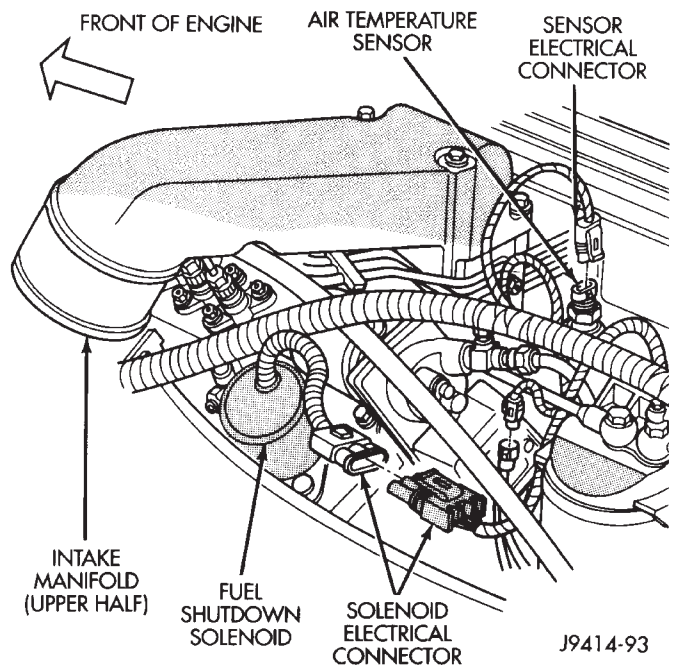
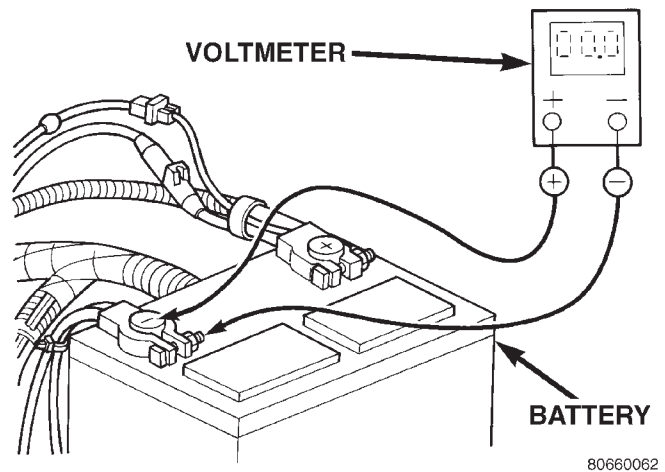
948A-24

Fig. 1 Volts-Amps Tester Connections - Typical**Fig. 2 Fuel Shutdown Solenoid Connector - Diesel Engine**

• To prevent the gasoline engine from starting, unplug the Automatic ShutDown (ASD) relay. The ASD relay is located in the Power Distribution Center (PDC). Refer to the PDC label for ASD relay identification and location. To prevent the diesel engine from starting, unplug the fuel shutdown solenoid wire harness connector (Fig. 3).

(1) Connect the positive lead of the voltmeter to the battery negative terminal post. Connect the negative lead of the voltmeter to the battery negative cable clamp (Fig. 4). Rotate and hold the ignition switch in the Start position. Observe the voltmeter. If voltage is detected, correct the poor contact between the cable clamp and the terminal post.

(2) Connect the positive lead of the voltmeter to the battery positive terminal post. Connect the nega-

**Fig. 3 Fuel Shutdown Solenoid Connector - Diesel Engine**

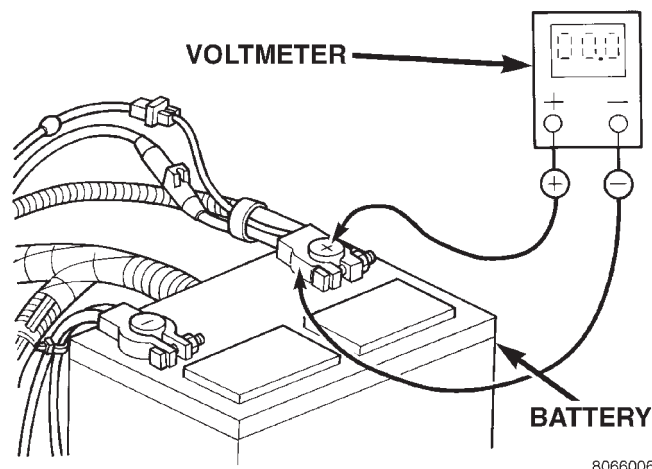
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Fig. 4 Test Battery Negative Connection Resistance - Typical

tive lead of the voltmeter to the battery positive cable clamp (Fig. 5). Rotate and hold the ignition switch in the Start position. Observe the voltmeter. If voltage is detected, correct the poor contact between the cable clamp and the terminal post.

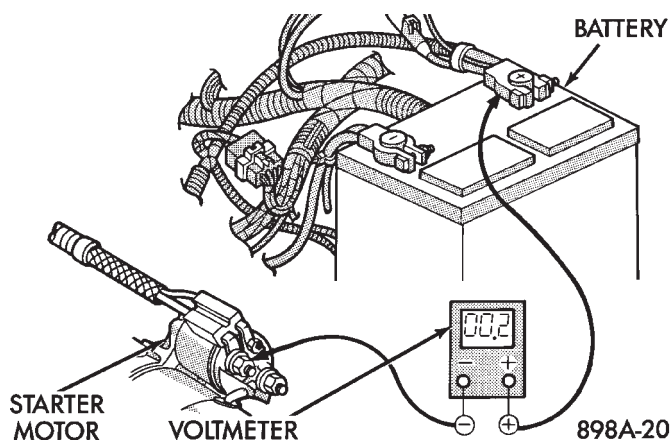
(3) Connect the voltmeter to measure between the battery positive terminal post and the starter solenoid battery terminal stud (Fig. 6). Rotate and hold the ignition switch in the Start position. Observe the voltmeter. If the reading is above 0.2 volt, clean and tighten the battery cable connection at the solenoid. Repeat the test. If the reading is still above 0.2 volt, replace the faulty battery positive cable.

DIAGNOSIS AND TESTING (Continued)



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Fig. 5 Test Battery Positive Connection Resistance - Typical



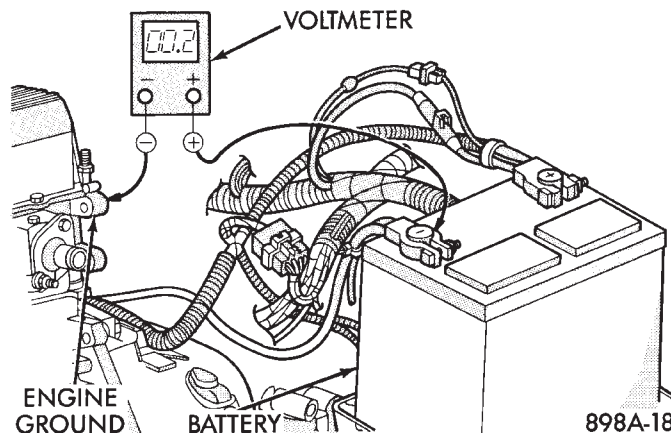
898A-20

Fig. 6 Test Battery Positive Cable Resistance - Typical

(4) Connect the voltmeter to measure between the battery negative terminal post and a good clean ground on the engine block (Fig. 7). Rotate and hold the ignition switch in the Start position. Observe the voltmeter. If the reading is above 0.2 volt, clean and tighten the battery negative cable attachment on the engine block. Repeat the test. If the reading is still above 0.2 volt, replace the faulty battery negative cable.

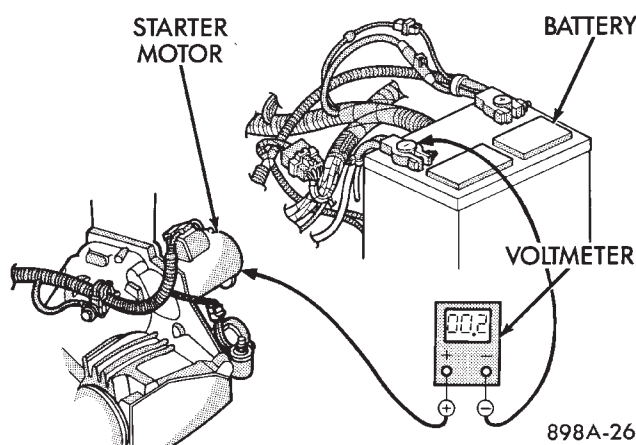
(5) Connect the positive lead of the voltmeter to the starter housing. Connect the negative lead of the voltmeter to the battery negative terminal post (Fig. 8). Rotate and hold the ignition switch in the Start position. Observe the voltmeter. If the reading is above 0.2 volt, correct the poor starter to engine block ground contact.

If the resistance tests detect no feed circuit problems, remove the starter from the vehicle and see Solenoid Test in the Diagnosis and Testing section of this group.



898A-18

Fig. 7 Test Ground Circuit Resistance - Typical



898A-26

Fig. 8 Test Starter Ground - Typical

CONTROL CIRCUIT TEST

For circuit descriptions and diagrams, refer to 8W-21 - Starting System in Group 8W - Wiring Diagrams. The starter control circuit consists of:

- Battery
- Starter relay
- Starter solenoid
- Ignition switch
- Park/neutral position switch (automatic transmission)
- Clutch pedal position switch (manual transmission)
- Wire harness and connections.

Test procedures for these components should be performed in the order in which they are listed, as follows:

SOLENOID TEST

Remove the starter from the vehicle. See Starter in the Removal and Installation section of this group for the procedures. Then proceed as follows:

- (1) Remove the wire from the solenoid field coil terminal.

DIAGNOSIS AND TESTING (Continued)

(2) Check for continuity between the solenoid terminal and the field coil terminal with a continuity tester (Fig. 9). There should be continuity. If OK, go to Step 3. If not OK, replace the faulty starter assembly.

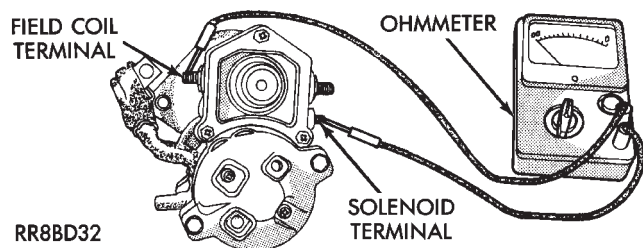


Fig. 9 Continuity Test Between Solenoid Terminal and Field Coil Terminal

(3) Check for continuity between the solenoid terminal and the solenoid case (Fig. 10). There should be continuity. If OK, go to Step 4. If not OK, replace the faulty starter assembly.

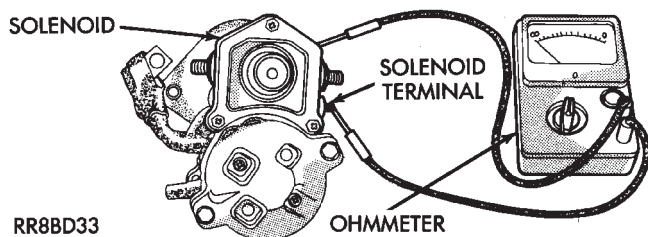


Fig. 10 Continuity Test Between Solenoid Terminal and Solenoid Case

(4) Connect the solenoid field coil wire to the field coil terminal.

(5) Reinstall the starter. See Starter in the Removal and Installation section of this group for the procedures.

RELAY TEST

The starter relay (Fig. 11) is located in the Power Distribution Center (PDC) in the engine compartment. Refer to the PDC label for starter relay identification and location.

Remove the starter relay from the PDC to perform the following tests. See Starter Relay in the Removal and Installation section of this group for the procedures.

(1) A relay in the de-energized position should have continuity between terminals 87A and 30, and no continuity between terminals 87 and 30. If OK, go to Step 2. If not OK, replace the faulty relay.

(2) Resistance between terminals 85 and 86 (electromagnet) should be 75 ± 5 ohms. If OK, go to Step 3. If not OK, replace the faulty relay.

(3) Connect a battery to terminals 85 and 86. There should now be continuity between terminals 30 and 87, and no continuity between terminals 87A

and 30. If OK, see Relay Circuit Test in the Diagnosis and Testing section of this group. If not OK, replace the faulty relay.

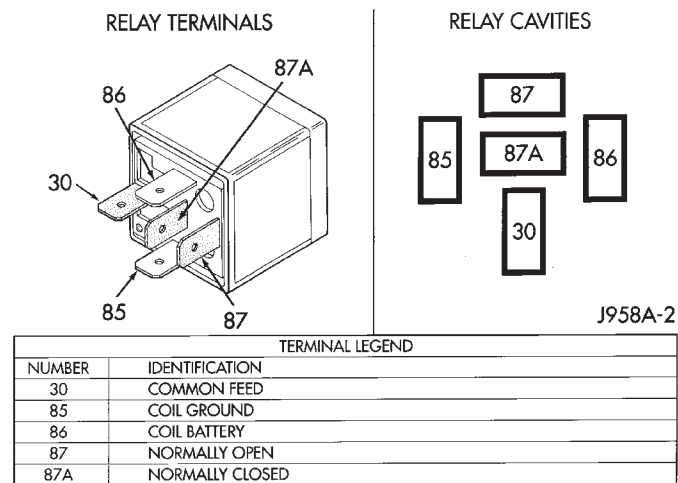


Fig. 11 Starter Relay

RELAY CIRCUIT TEST

(1) The relay common feed terminal cavity (30) is connected to battery voltage and should be hot at all times. If OK, go to Step 2. If not OK, repair the open circuit to the PDC fuse as required.

(2) The relay normally closed terminal (87A) is connected to terminal 30 in the de-energized position, but is not used for this application. Go to Step 3.

(3) The relay normally open terminal (87) is connected to the common feed terminal (30) in the energized position. This terminal supplies battery voltage to the starter solenoid field coils. There should be continuity between the cavity for relay terminal 87 and the starter solenoid terminal at all times. If OK, go to Step 4. If not OK, repair the open circuit to the starter solenoid as required.

(4) The coil battery terminal (86) is connected to the electromagnet in the relay. It is energized when the ignition switch is held in the Start position. On vehicles with a manual transmission, the clutch pedal must be fully depressed for this test. Check for battery voltage at the cavity for relay terminal 86 with the ignition switch in the Start position, and no voltage when the ignition switch is released to the On position. If OK, go to Step 5. If not OK with an automatic transmission, check for an open or short circuit to the ignition switch and repair, if required. If the circuit to the ignition switch is OK, see Ignition Switch Test in the Diagnosis and Testing section of this group. If not OK with a manual transmission, check the circuit between the relay and the clutch pedal position switch for an open or a short. If the circuit is OK, see Clutch Pedal Position Switch Test in the Diagnosis and Testing section of this group.

(5) The coil ground terminal (85) is connected to the electromagnet in the relay. On vehicles with an

DIAGNOSIS AND TESTING (Continued)

automatic transmission, it is grounded through the park/neutral position switch only when the gearshift selector lever is in the Park or Neutral positions. On vehicles with a manual transmission, it is grounded at all times. Check for continuity to ground at the cavity for relay terminal 85. If not OK with an automatic transmission, check for an open or short circuit to the park/neutral position switch and repair, if required. If the circuit is OK, see Park/Neutral Position Switch Test in the Diagnosis and Testing section of this group. If not OK with a manual transmission, repair the circuit to ground as required.

PARK/NEUTRAL POSITION SWITCH TEST

The park/neutral position switch is used only on models equipped with an automatic transmission.

(1) Place the transmission gear selector lever in the Park position.

(2) Disconnect and isolate the battery negative cable.

(3) Raise and support the vehicle.

(4) Unplug the park/neutral position switch wire harness connector.

(5) Check for continuity between the center switch terminal and a good chassis ground. There should be continuity. If OK, go to Step 6. If not OK, replace the faulty switch.

(6) Move the transmission gear selector lever to the Reverse position and check for continuity between the center switch terminal and a good chassis ground. There should be no continuity. If not OK, replace the faulty switch.

CLUTCH PEDAL POSITION SWITCH TEST

The clutch pedal position switch is used only on models equipped with a manual transmission. The clutch pedal position switch is integral to the clutch pedal pushrod. It is located near the dash panel under the instrument panel. The wire harness connector for the switch is wrapped with foam tape.

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(1) Disconnect and isolate the battery negative cable.

(2) Unplug the clutch pedal position switch wire harness connector.

(3) Check for continuity between the two cavities in the switch half of the wire harness connector with

the clutch pedal released. There should be no continuity. If OK, go to Step 4. If not OK, replace the faulty switch.

(4) Check for continuity between the two cavities in the switch half of the wire harness connector again with the clutch pedal depressed. There should now be continuity. If OK, see Ignition Switch Test in the Diagnosis and Testing section of this group. If not OK, replace the faulty switch.

IGNITION SWITCH TEST

WARNING: ON VEHICLES EQUIPPED WITH AN AIRBAG, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING ANY STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

(1) Disconnect and isolate the battery negative cable.

(2) Remove the steering column shrouds and unplug the ignition switch wire harness connector. Refer to Group 8D - Ignition Systems for the procedures.

(3) With the ignition switch in the On position, check for continuity between the two fused B(+) terminals of the ignition switch (terminals 1 and 7). These are the terminals at each end of the switch connector receptacle. There should be no continuity. If OK, go to Step 4. If not OK, replace the faulty switch.

(4) With the ignition switch held in the Start position, check for continuity between the two fused B (+) terminals of the ignition switch (terminals 1 and 7) again. There should now be continuity. If not OK, replace the faulty switch.

REMOVAL AND INSTALLATION

STARTER

GASOLINE ENGINE

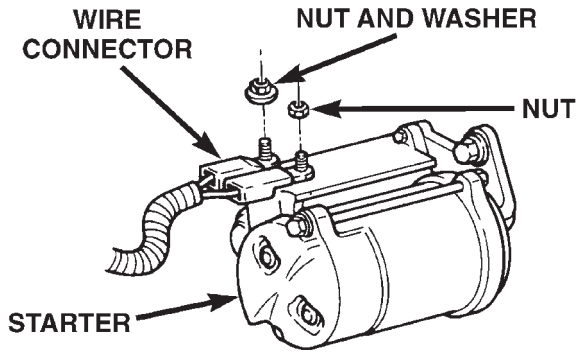
(1) Disconnect and isolate the battery negative cable.

(2) Raise and support the vehicle.

(3) Remove the two nuts that secure the starter battery cable and solenoid wire harness connectors to the starter solenoid terminal studs (Fig. 12) or (Fig. 13). Remove the starter solenoid wire harness connector from the solenoid terminals.

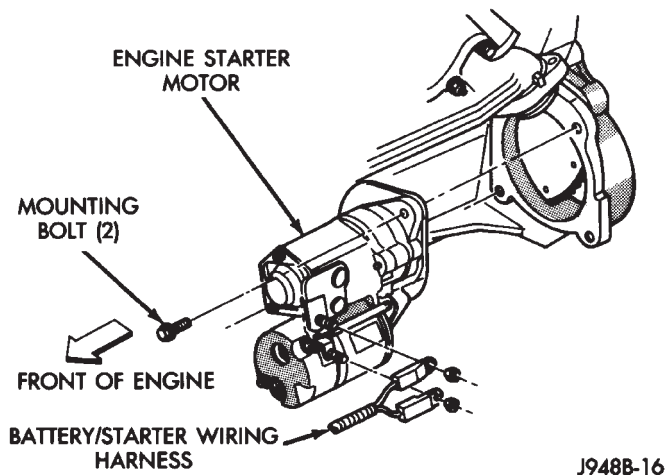
(4) Remove the hardware that secures the starter motor to the bellhousing (Fig. 13) or (Fig. 14).

REMOVAL AND INSTALLATION (Continued)



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Fig. 12 Starter Connector Remove/Install - V-6/V-8 Engine



J948B-16

Fig. 13 Starter Remove/Install - V-10 Engine

(5) Move the starter towards the front of the vehicle until the starter gear housing nose clears the bellhousing. Then tilt the nose downwards and lower the starter past the exhaust pipe (Fig. 13) or (Fig. 15).

(6) Reverse the removal procedures to install. Tighten the starter hardware as follows:

- Starter mounting bolts to 68 N·m (50 ft. lbs.)
- Starter mounting nut - 68 N·m (50 ft. lbs.)
- Battery cable terminal nut - 14 N·m (120 in. lbs.)
- Solenoid wire harness terminal nut - 6 N·m (55 in. lbs.).

DIESEL ENGINE

(1) Disconnect and isolate both of the battery negative cables.

(2) Raise and support the vehicle.

(3) Pull back the protective rubber boot from the solenoid battery terminal far enough to access the battery cable wire harness connector (Fig. 16).

(4) Remove the nut that secures the battery cable wire harness connector to the solenoid battery terminal stud.

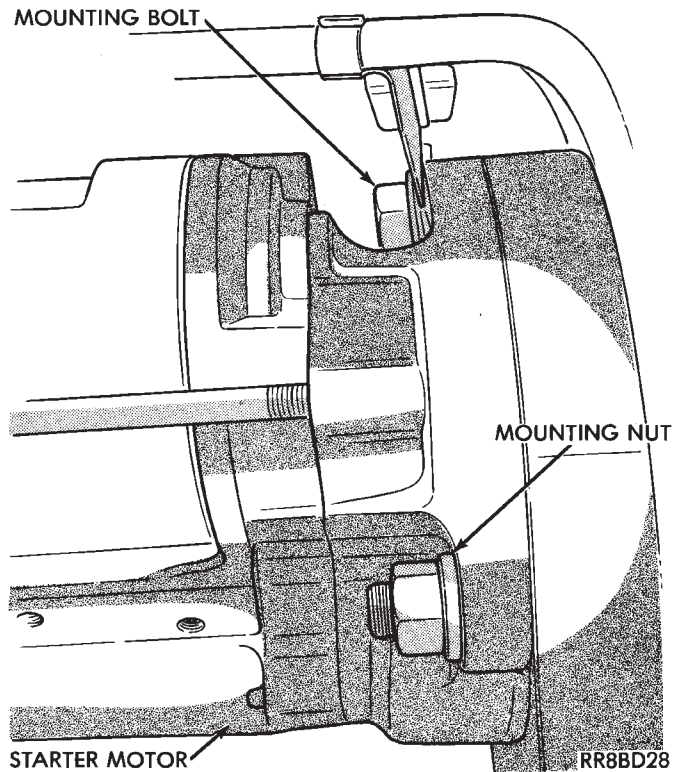


Fig. 14 Starter Mounting Hardware Remove/Install - V-6/V-8 Engine

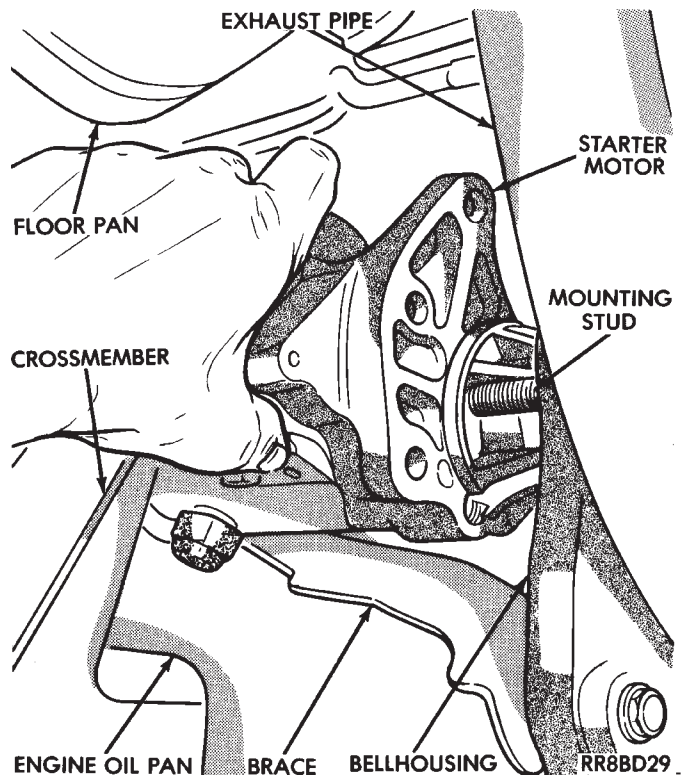


Fig. 15 Starter Remove/Install - V-6/V-8 Engine

(5) Remove the nut that secures the solenoid wire harness connector to the solenoid terminal stud.

REMOVAL AND INSTALLATION (Continued)

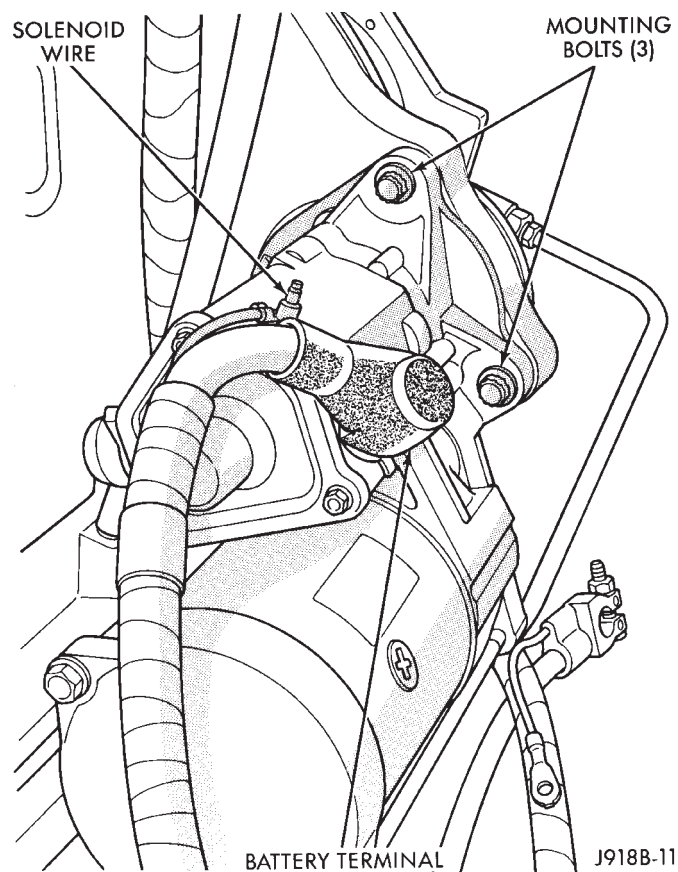


Fig. 16 Starter Connectors Remove/Install - Diesel Engine

(6) Remove hardware that secures the starter motor to the bellhousing (Fig. 16) and (Fig. 17).

(7) Remove the starter motor from the bellhousing.

(8) Reverse the removal procedures to install. Tighten the starter hardware as follows:

- Starter mounting bolts - 43 N·m (32 ft. lbs.)
- Solenoid wire harness terminal nut - 6 N·m (55 in. lbs.)
- Battery cable terminal nut - 14 N·m (120 in. lbs.).

STARTER RELAY

(1) Disconnect and isolate the battery negative cable(s).

(2) Remove the cover from the Power Distribution Center (PDC) (Fig. 18).

(3) Refer to the label on the PDC for starter relay identification and location.

(4) Unplug the starter relay from the PDC.

(5) Install the starter relay by aligning the relay terminals with the cavities in the PDC and pushing the relay firmly into place.

(6) Install the PDC cover.

(7) Connect the battery negative cable(s).

(8) Test the relay operation.

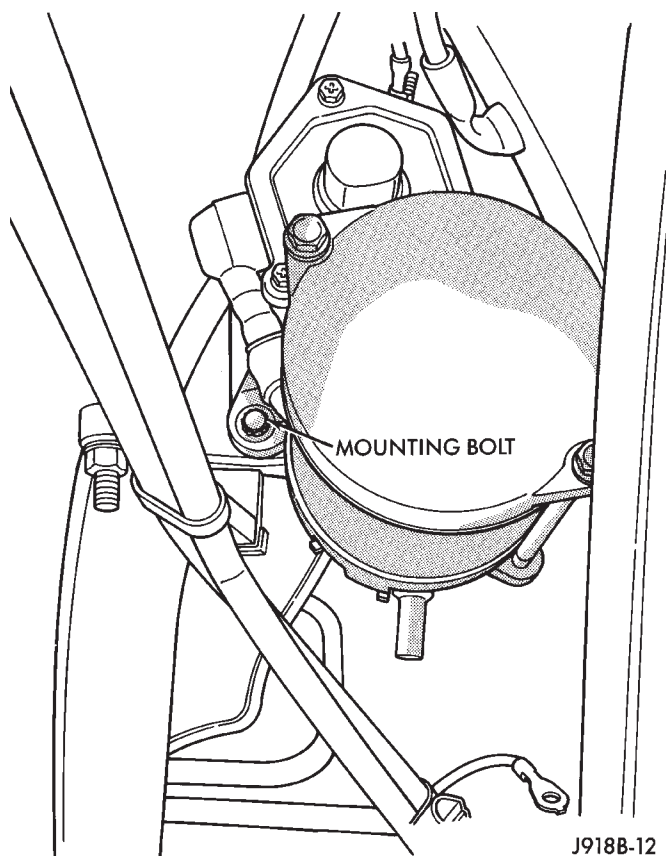


Fig. 17 Starter Mounting Bolt - Diesel Engine

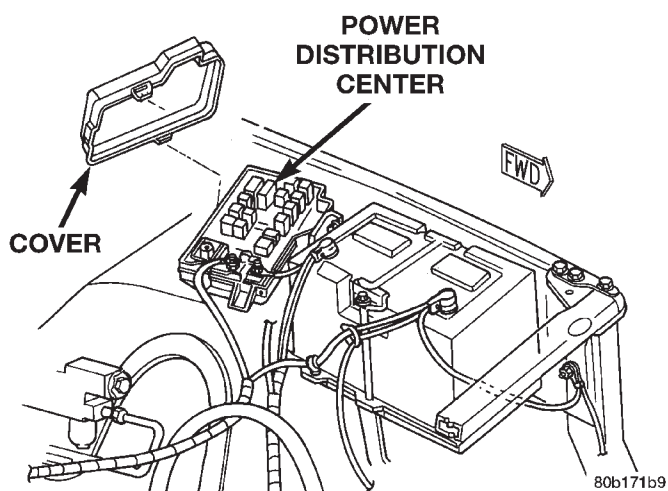


Fig. 18 Power Distribution Center

SPECIFICATIONS

STARTING SYSTEM

Starter and Solenoid			
Engine Application	3.9L, 5.2L, 5.9L (Gas)	8.0L	5.9L (Diesel)
Manufacturer	Nippon Denso	Nippon Denso	Nippon Denso
Part Number	56027702	56027703	4741012
Power Rating	1.4 Kilowatt	1.4 Kilowatt	2.7 Kilowatt
Voltage	12 Volts	12 Volts	12 Volts
Number of Fields	4	4	4
Number of Poles	4	4	4
Number of Brushes	4	4	4
Drive Type	Reduction Gear Train	Reduction Gear Train	Conventional Gear Train
Free Running Test Voltage	11 Volts	11 Volts	11 Volts
Free Running Test Amperage Draw	73 Amperes	73 Amperes	200 Amperes
Free Running Test Minimum Speed	3601 rpm	3601 rpm	3000 rpm
Solenoid Closing Voltage	7.5 Volts	7.5 Volts	8.0 Volts
Cranking Amperage Draw Test*	125 - 250 Amperes	125 - 250 Amperes	450 - 700 Amperes
*Test at operating temperature. Cold engine, tight (new) engine, or heavy oil will increase starter amperage draw.			

