Remy Europe

Information

Technical bulletin TB-006

This application is prone to a sticking key/ignition switch problem resulting in a permanent electrical feed to the starter solenoid “s” terminal.

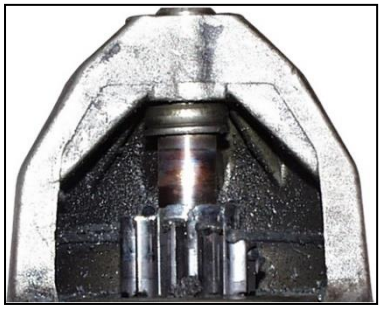
The above condition could result in the starter motor pinion being “held in mesh” whilst the engine is running (OVER-RUN)

CHECK FOR :

- Armature shaft and/or the drive pinion having evidence of heat (Discoloured)
- Starter motor/solenoid smells burnt
- Possible pinion tooth damage
- Possible ring gear damage

This fault of which is external to the starter motor must be repaired before fitting the replacement unit.

Old core will be rejected in this condition!



TIP FOR CHECKING THE CONTROL CIRCUIT:

1. Disconnect the lead from the solenoid energising “s” terminal
2. Connect 12V test lamp between the lead and ground
3. Turn on the ignition to the crank position – the lamp will illuminate
   (The starter motor will not engage or crank)
4. Release the key switch and the lamp should go out
   Repeat this action several times and observe if the lamp stays permanently (Possible sticking ignition switch or relay)