

Fig. 34—Positioning Armature Thrust Washers to Brushes

assembly into bore of gear housing and position brush plate assembly into starter gear housing (Fig. 33) and install housing attaching nuts. Tighten securely.

(16) Position brushes with armature thrust washer as shown in Figure 34. This will hold brushes out and facilitate proper installation of armature.

(17) Install brush terminal screw (Fig. 8).

(18) Position field frame to the exact position on gear housing and enter armature into field frame and starter gear housing (Fig. 35) carefully engaging

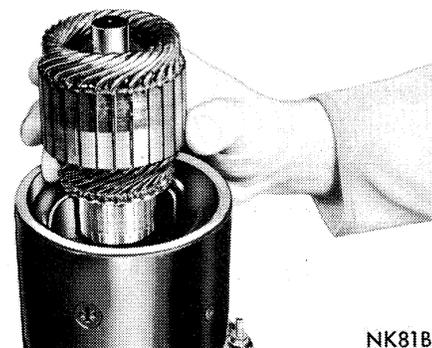


Fig. 35—Installing Armature

splines of shaft with reduction gear by rotating armature slightly to engage the splines.

(19) Install thrust washer on armature shaft.

(20) Position starter end head assembly and install through bolts. Tighten through bolts securely.

INSTALLING THE STARTER

(1) Before installing the starter, make sure starter and flywheel housing mounting surfaces are free of dirt and oil, to insure a good electrical contact.

(2) Position starter to flywheel housing **removable seal** (if removed).

(3) Install the starter, washer and bolt, the automatic transmission oil cooler tube bracket (if so equipped) and washer and nut. **When tightening attaching bolt and nut be sure to hold the starter pulled away from the engine to insure proper alignment.**

(4) Attach wire at solenoid switch terminal, and cable to starter terminal.

(5) Connect battery ground cable and test operation of the starter for proper engine cranking.

ALTERNATOR AND ELECTRONIC VOLTAGE REGULATOR

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GENERAL INFORMATION

Conventional Alternator

The alternator (Figs. 1 and 2) has six (6) built-in silicon rectifiers, that convert A.C. current into D.C. current. Current at the "output" terminal is D.C.

The main components of the alternator are the

rotor, stator, rectifiers, the end shields and the drive pulley.

100 Amp High Capacity Alternator

This alternator (Fig. 3) has twelve (12) built in sili-