1. Clean and visually inspect the starter for physical damage such as a cracked or broken drive-end housing. OK \_\_\_\_\_ NOT OK \_\_\_\_\_

Evaluation (Enter number from 4, 3, 2, 1) :\_\_\_\_\_\_\_\_\_

Meets ASE Task: Not specified.

Time on Task:\_\_\_\_\_\_\_\_\_\_\_\_\_

Make/Model/Year:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

VIN:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Date:\_\_\_\_\_\_\_\_\_\_\_\_\_

Name:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

**Starter Disassembly and Testing**

2. Mark the location of the through bolts on the frame housing and make note of the location of a special through bolt used to retain a support bracket.

\_\_\_\_\_ used a support bracket \_\_\_\_\_ did not use a support bracket

3. Remove the solenoid (if it is a solenoid activated-type starter).

**CAUTION:** When removing the solenoid, use caution because the plunger return spring may cause the solenoid to be forced away from the starter when the attaching bolts (nuts) are removed.

4. Remove the through bolts.

5. Gently remove the brush-end housing and armature from the field housing.

6. Remove the shift fork and separate the drive-end housing from the field housing.

7. Visually inspect all the parts and note their condition.

armature OK \_\_\_\_ NOT OK \_\_\_\_ Notes: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

brushes/holders OK \_\_\_\_ NOT OK \_\_\_\_ Notes: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

field coils OK \_\_\_\_ NOT OK \_\_\_\_ Notes: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

drive-end housing OK \_\_\_\_ NOT OK \_\_\_\_ Notes: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

shift lever OK \_\_\_\_ NOT OK \_\_\_\_ Notes: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

8. Set the multimeter to read ohms and check the resistance between the hot brushes and the field housing (should read OL). OK \_\_\_\_ NOT OK \_\_\_\_

9. Check the armature on a growler for opens and shorts. OK \_\_\_\_ NOT OK \_\_\_\_