

## **STARTER**

### **Article Text**

1990 Audi 100

For atsg&cvt

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Sunday, July 02, 2000 12:01AM

## **ARTICLE BEGINNING**

1990 ELECTRICAL

Starters

80, 90, 100, 200 Turbo

## **DESCRIPTION**

Starter is a brush type, series-wound electric motor with an overrunning clutch. Field frame is enclosed by commutator end frame and drive bushing. Field frame carries pole shoes and field coils. A spline armature shaft drive end carries drive assembly.

## **TROUBLE SHOOTING**

### **STARTER DOES NOT CRANK ENGINE**

NOTE: Starter solenoid terminal identifications are molded into solenoid plastic.

1) Ensure battery is fully charged. Ensure electrical and ground connections are clean and tight. With ignition switch in crank position, measure voltage at Red wire terminal of starter solenoid. If reading is at least 8 volts, go to step 3).

2) If reading is NOT at least 8 volts, measure voltage at the Gray/Yellow wire terminal of ignition switch. If reading is at least 8 volts, check wiring between ignition switch and starter solenoid. If reading is NOT at least 8 volts, replace ignition switch.

3) Measure voltage at starter field terminal "A" of starter solenoid. If reading is at least 8 volts, repair or replace starter. If voltage is NOT at least 8 volts, replace starter solenoid.

NOTE: On vehicles equipped with automatic transmission, also check park/neutral switch.

### **STARTER CRANKS TOO SLOWLY**

Ensure engine crankcase is filled with recommended viscosity oil. Ensure battery is fully charged. Ensure electrical and ground connections are clean and tight. If starter still turns slowly, repair or replace starter.

## **OVERHAUL**

# STARTER

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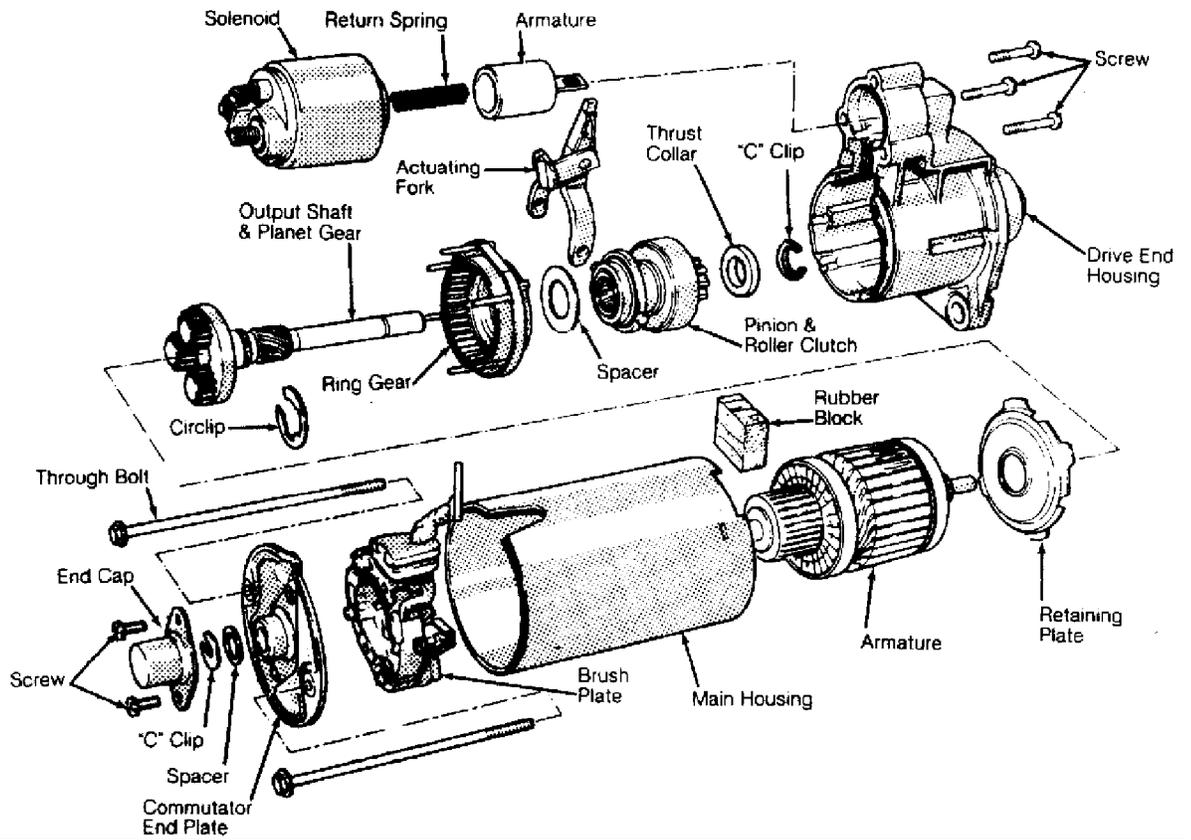


Fig. 1: Exploded View of Bosch Reduction Gear Starter  
Courtesy of Ford Motor Co.

END OF ARTICLE