1966-74 CHRYSLER CORP.

DESCRIPTION

Solenoid pinion shift type starter control using an overrunning clutch. On reduction gear type starters, the solenoid housing is integral with starter motor drive end housing.

ADJUSTMENT & TESTING

SOLENOID WINDINGS

Test solenoid windings with suitable test equipment, using a 6 volt battery for power source (to prevent starter motor from energizing). Specifications should be as follows:

Solenoid Winding Specifications
Direct Drive Starters

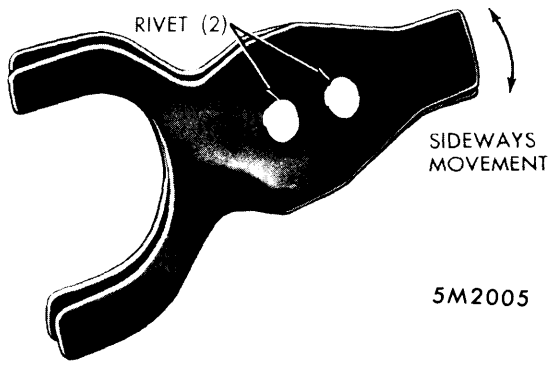
Winding	Amperes
1966-68①	
Pull-In	20.0-22.2
Hold-In	11.2-12.4
1969-72②	
Pull-In	22.4-24.0
Hold-In	8.3-9.3

① — At 6 volts at 70°.
② — At 6 volts at 77°.

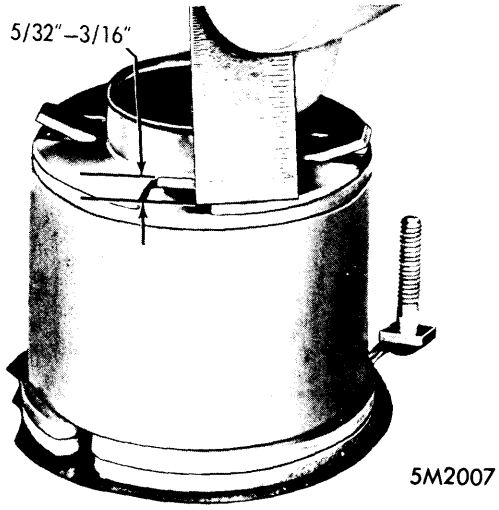
Solenoid Winding Specifications
Gear Reduction Starters

Winding	Amperes
1966-68①	
Pull-In	14.4-16.0
Hold-In	11.5-12.6
1969-74②	
Pull-In	13.3-14.9
Hold-In	8.0-9.0

① — At 6 volts at 70°.
② — At 6 volts at 77°.



REDUCTION GEAR SHIFTER FORK ASSEMBLY



COIL RETAINER TANG HEIGHT
(REDUCTION GEAR TYPE)

DRIVE PINION CLEARANCE (DIRECT DRIVE STARTERS)

With starter in vise, put a wedge or screwdriver between bottom of solenoid and starter frame to eliminate all deflection in solenoid, then push in solenoid plunger cage until plunger bottoms. Do not push on fork lever. Clearance between end of pinion and pin stop with plunger seated and pinion pushed toward commutator end of starter should be 1/8"±1/32". To adjust, loosen solenoid attaching screws and move solenoid as required.

SERVICING (REDUCTION GEAR TYPE)

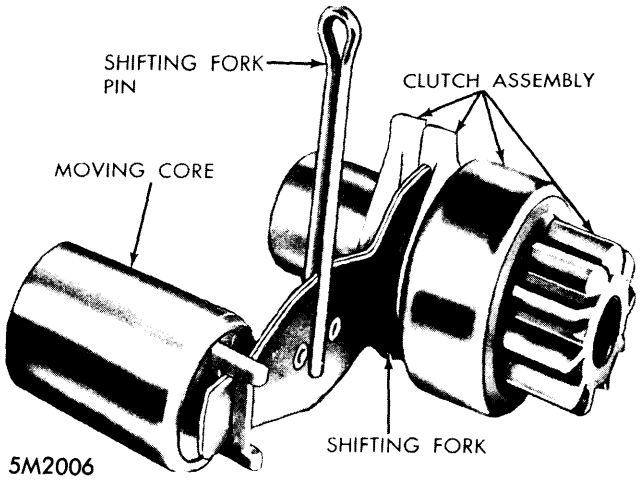
CLUTCH UNIT

Do not immerse clutch unit in solvent as clutch is pre-lubricated for life. Clean clutch outer housing and pinion gear with a cloth moistened with solvent and wipe dry. Pinion gear should rotate smoothly in one direction (not necessarily easily), but should not rotate in opposite direction. If clutch unit does not function properly, or pinion is worn, chipped or burred, replace clutch unit.

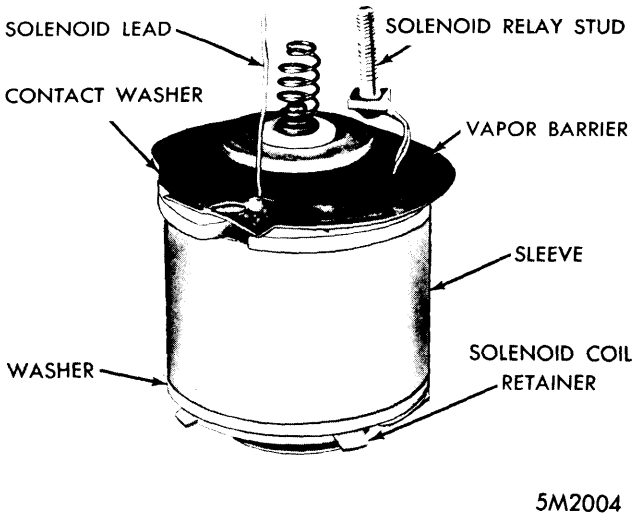
UNIT REASSEMBLY

Shifter fork assembly parts should have 1/16" side movement for proper pinion gear engagement. Lubricate (sparingly) between shifting fork plates with SAE 10 engine oil. Bend solenoid retainer tangs (if present) up to a distance of 5/32-3/16" above retainer surface to insure higher compression and more positive ground.

1966-74 CHRYSLER CORP. (Cont.)



SHIFTER FORK & CLUTCH ARRANGEMENT (REDUCTION GEAR TYPE)



REDUCTION GEAR SOLENOID ASSEMBLY