

A

SECTION STR

STR

STARTING SYSTEM

C

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DIAGNOSIS AND REPAIR WORKFLOW

< BASIC INSPECTION >

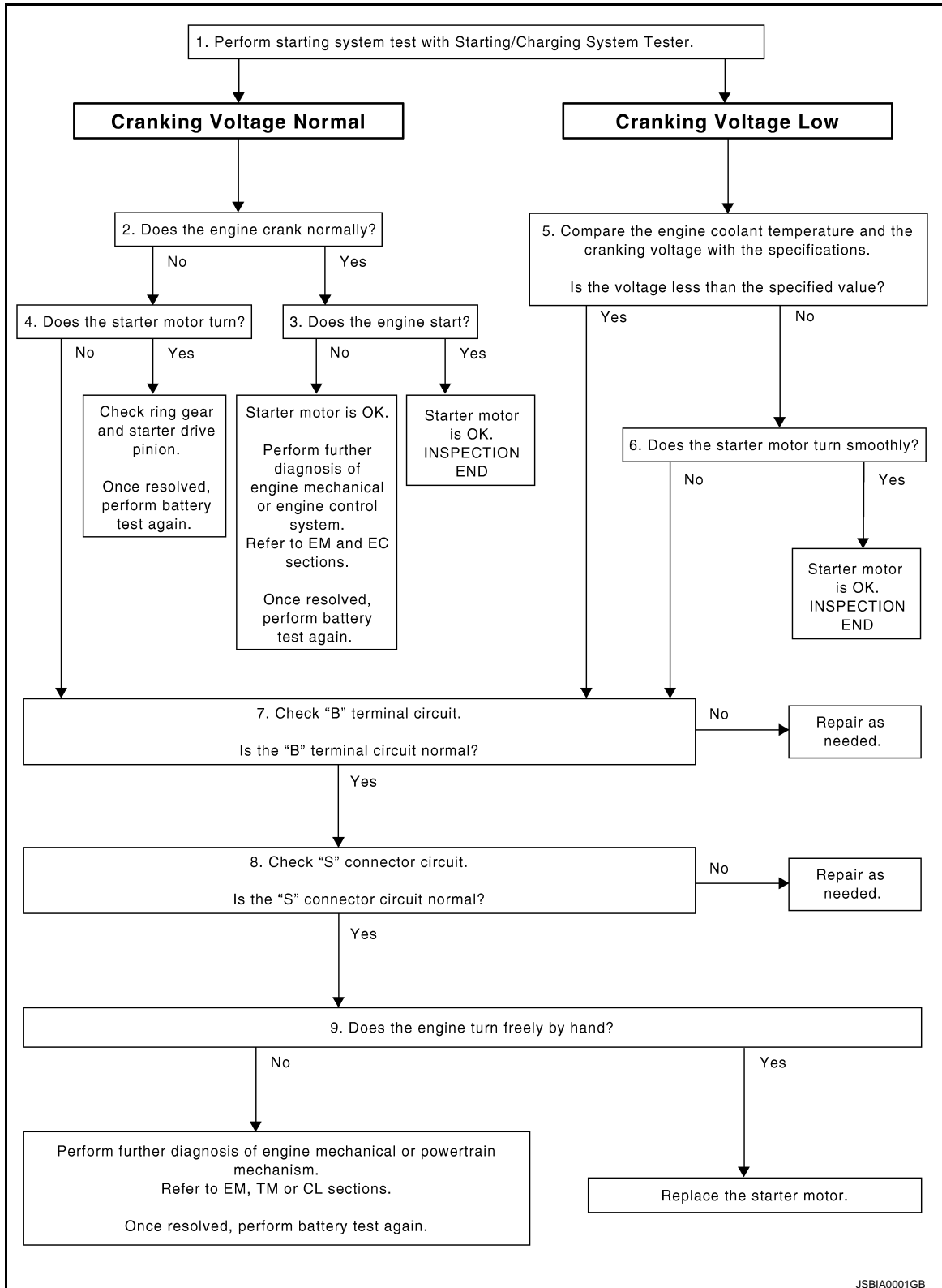
BASIC INSPECTION

DIAGNOSIS AND REPAIR WORKFLOW

Work Flow

INFOID:000000006471839

OVERALL SEQUENCE



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DETAILED FLOW

DIAGNOSIS AND REPAIR WORKFLOW

< BASIC INSPECTION >

NOTE:

To ensure a complete and thorough diagnosis, the battery, starter motor and alternator test segments must be done as a set from start to finish.

1. DIAGNOSIS WITH STARTING/CHARGING SYSTEM TESTER

Perform the starting system test with Starting/Charging System Tester (SST: J-44373). For details and operating instructions, refer to Technical Service Bulletin.

Test result

CRANKING VOLTAGE NORMAL>>GO TO 2.

CRANKING VOLTAGE LOW>>GO TO 5.

CHARGE BATTERY>>Perform the slow battery charging procedure. (Initial rate of charge is 10A for 12 hours.) Perform battery test again. Refer to Technical Service Bulletin.

REPLACE BATTERY>>Before replacing battery, clean the battery cable clamps and battery posts. Perform battery test again. Refer to Technical Service Bulletin. If second test result is "REPLACE BATTERY", then do so. Perform battery test again to confirm repair.

2. CRANKING CHECK

Check that the starter motor operates correctly.

Does the engine crank normally?

YES >> GO TO 3.

NO >> GO TO 4.

3. ENGINE START CHECK

Check that the engine starts.

Does the engine start?

YES >> Starter motor is OK. INSPECTION END

NO >> Starter motor is OK. Perform further diagnosis of engine mechanical or engine control system. Refer EM and EC sections. Once resolved, perform battery test again.

4. STARTER MOTOR ACTIVATION

Check that the starter motor operates.

Does the starter motor turn?

YES >> Check ring gear and starter motor drive pinion. Once resolved, perform battery test again.

NO >> GO TO 7.

5. COMPARISON BETWEEN ENGINE COOLANT AND CRANKING VOLTAGE

Compare the engine coolant temperature and the cranking voltage with the specifications.

Minimum Specification of Cranking Voltage Referencing Coolant Temperature

Engine coolant temperature [°C (°F)]	Voltage [V]
-30 to -20 (-22 to -4)	8.6
-19 to -10 (-2 to 14)	9.1
-9 to 0 (16 to 32)	9.5
More than 1 (More than 34)	9.9

Is the voltage less than the specified value?

YES >> GO TO 7.

NO >> GO TO 6.

6. STARTER OPERATION

Check the starter operation status.

Does the starter motor turn smoothly?

YES >> Starter motor is OK. INSPECTION END

NO >> GO TO 7.

7. "B" TERMINAL CIRCUIT INSPECTION

Check "B" terminal circuit. Refer to [STR-8, "Diagnosis Procedure"](#).

Is "B" terminal circuit normal?

DIAGNOSIS AND REPAIR WORKFLOW

< BASIC INSPECTION >

- YES >> GO TO 8.
- NO >> Repair as needed.

8. "S" CONNECTOR CIRCUIT INSPECTION

Check "S" connector circuit. Refer to [STR-9. "Diagnosis Procedure"](#).

Is "S" connector circuit normal?

- YES >> GO TO 9.
- NO >> Repair as needed.

9. ENGINE ROTATION STATUS

Check that the engine can be rotated by hand.

Does the engine turn freely by hand?

- YES >> Replace starter motor.
- NO >> Perform further diagnosis of engine mechanical or powertrain mechanism. Refer to EM, TM or CL sections. Once resolved, perform battery test again. Refer to Technical Service Bulletin.

STARTING SYSTEM

< SYSTEM DESCRIPTION >

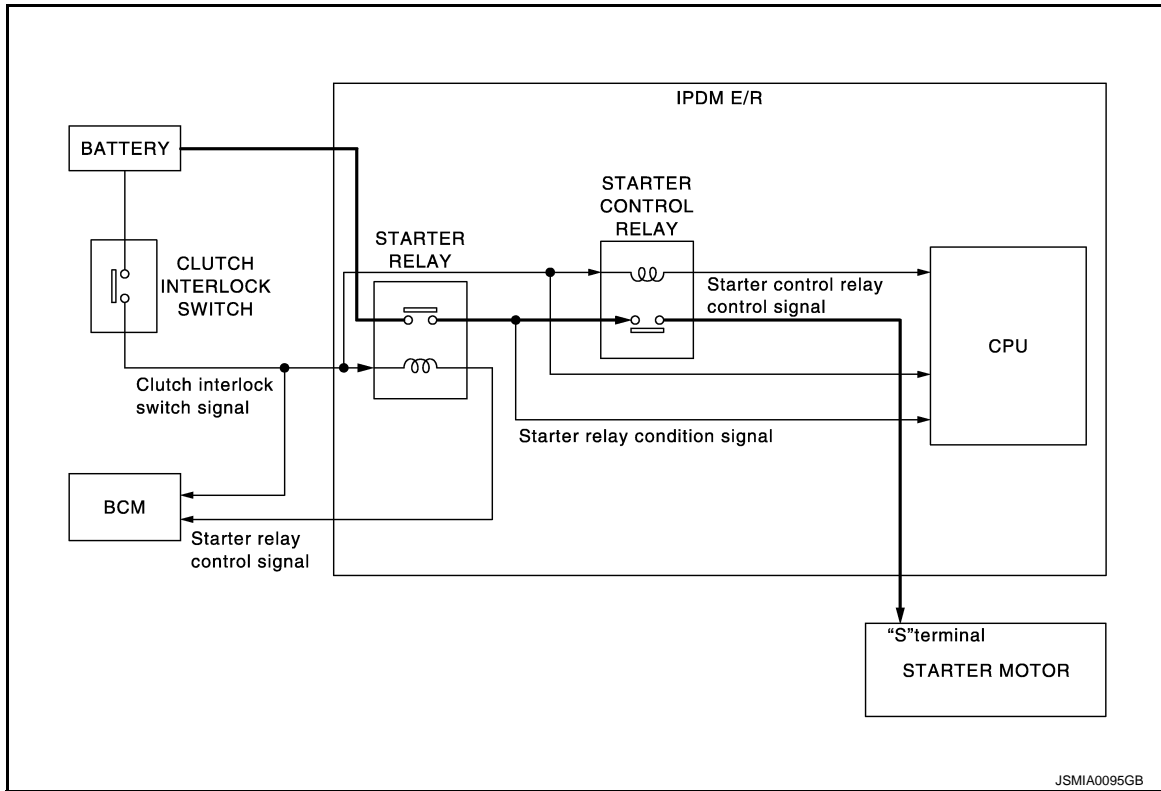
SYSTEM DESCRIPTION

STARTING SYSTEM

M/T

M/T : System Diagram

INFOID:000000006471840



M/T : System Description

INFOID:000000006471841

- When the clutch interlock switch is turned ON, power is supplied to starter relay and starter control relay. And BCM and IPDM E/R (CPU) detect clutch interlock switch condition by the inputted signal.
- When starter operating condition is satisfied, IPDM E/R turns starter control relay ON by starter control relay control signal.
- When engine cranking condition is satisfied, BCM turns starter relay ON by starter relay control signal.
- Then battery power is supplied to starter motor ("S" terminal) through starter control relay and starter relay. And IPDM E/R (CPU) detect starter relay condition by the inputted signal.

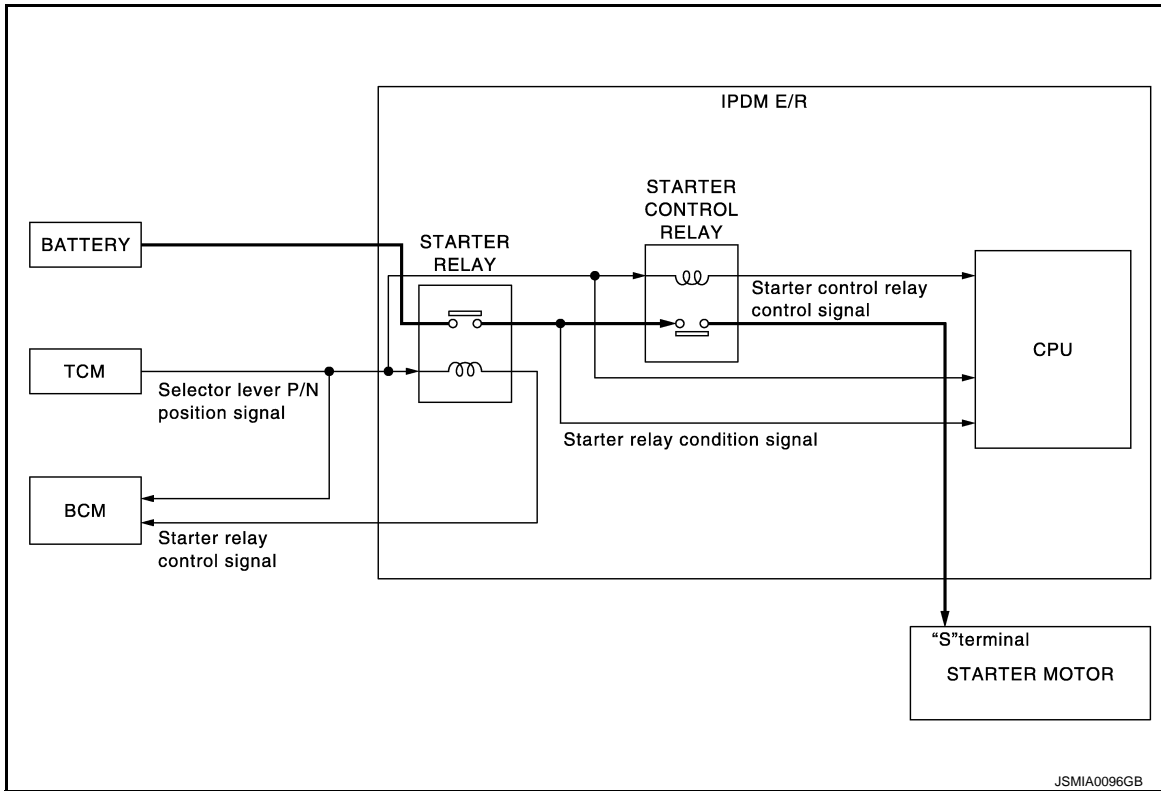
A/T

STARTING SYSTEM

< SYSTEM DESCRIPTION >

A/T : System Diagram

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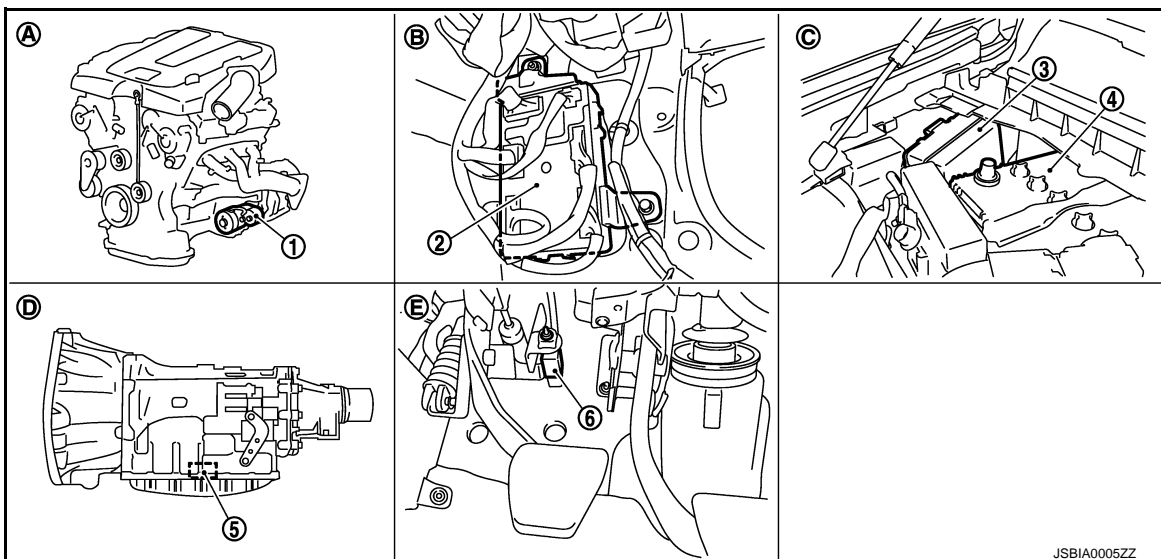
A/T : System Description

INFOID:000000006471843

- When selector lever is P or N, power is supplied to starter relay and starter control relay by TCM. And BCM and IPDM E/R (CPU) detect selector lever P/N condition by the inputted signal.
- When starter operating condition is satisfied, IPDM E/R turns starter control relay ON by starter control relay control signal.
- When engine cranking condition is satisfied, BCM turns starter relay ON by starter relay control signal.
- Then battery power is supplied to starter motor ("S" terminal) through starter control relay and starter relay. And IPDM E/R (CPU) detect starter relay condition by the inputted signal.

Component Parts Location

INFOID:000000006471844



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STARTING SYSTEM

< SYSTEM DESCRIPTION >

- | | | |
|-----------------------------------|-------------------------------------|--------------------------------|
| 1. Starter motor | 2. BCM | 3. IPDM E/R |
| 4. Battery | 5. TCM | 6. Clutch interlock switch |
| A. Engine | B. Dash side lower (passenger side) | C. Engine room dash panel (RH) |
| D. Inside of A/T (built into A/T) | E. Clutch pedal | |

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Component Description

INFOID:000000006471845

Component part	Description
TCM	TCM supplies power to the starter relay and starter control relay inside IPDM E/R when the selector lever is shifted to the P or N position.
Clutch interlock switch	The switch turns ON and electric power is supplied to the starter relay and starter control relay inside IPDM E/R when the clutch pedal is depressed.
BCM	BCM controls the starter relay inside IPDM E/R.
IPDM E/R	CPU inside IPDM E/R controls the starter control relay.
Starter motor	The starter motor plunger closes and the motor is supplied with battery power, which in turn cranks the engine, when the "S" terminal is supplied with electric power.

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B TERMINAL CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

DTC/CIRCUIT DIAGNOSIS

B TERMINAL CIRCUIT

Description

INFOID:000000006471846

The "B" terminal is constantly supplied with battery power.

Diagnosis Procedure

INFOID:000000006471847

CAUTION:

Perform diagnosis under the condition that engine cannot start by the following procedure.

1. Remove fuel pump fuse.
2. Crank or start the engine (where possible) until the fuel pressure is released.

1. CHECK "B" TERMINAL CIRCUIT

1. Turn ignition switch OFF.
2. Check that starter motor "B" terminal connection is clean and tight.
3. Check voltage between starter motor "B" terminal and ground.

Terminals		Voltage (Approx.)
(+)	(-)	
Starter motor "B" terminal	Terminal	Battery voltage
E204	2	
	Ground	

Is the inspection result normal?

YES >> GO TO 2.

NO >> Check harness between battery and starter motor for open circuit.

2. CHECK BATTERY CABLE CONNECTION STATUS (VOLTAGE DROP TEST)

1. Shift A/T selector lever to "P" or "N" position. (A/T models)
Keep depressing clutch pedal fully. (M/T models)
2. Check voltage between battery positive terminal and starter motor "B" terminal.

Terminals		Condition	Voltage (Approx.)
(+)	(-)		
	Starter motor "B" terminal	When the ignition switch is in START position	Less than 0.5 V
	Terminal		
Battery positive terminal	E204		
	2		

Is the inspection result normal?

YES >> GO TO 3.

NO >> Check harness between the battery and the starter motor for poor continuity.

3. CHECK GROUND CIRCUIT STATUS (VOLTAGE DROP TEST)

1. Shift A/T selector lever to "P" or "N" position. (A/T models)
Keep depressing clutch pedal fully. (M/T models)
2. Check voltage between starter motor case and battery negative terminal.

Terminals		Condition	Voltage (Approx.)
(+)	(-)		
Starter motor case	Battery negative terminal	When the ignition switch is in START position	Less than 0.2 V

Is the inspection result normal?

YES >> "B" terminal circuit is OK. Further inspection is necessary. Refer to [STR-2, "Work Flow"](#).

NO >> Check the starter motor case and ground for poor continuity.

S CONNECTOR CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

S CONNECTOR CIRCUIT

Description

INFOID:000000006471848

The starter motor magnetic switch is supplied with power when the ignition switch is turned to the START position while the selector lever is in the P or N position for A/T models or the clutch pedal is depressed for M/T models.

Diagnosis Procedure

INFOID:000000006471849

CAUTION:

Perform diagnosis under the condition that engine cannot start by the following procedure.

1. Remove fuel pump fuse.
2. Crank or start the engine (where possible) until the fuel pressure is released.

1. CHECK "S" CONNECTOR CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect starter motor connector.
3. Shift A/T selector lever to "P" or "N" position. (A/T models)
Keep depressing clutch pedal fully. (M/T models)
4. Check voltage between starter motor harness connector and ground.

Terminals		(-)	Condition	Voltage (Approx.)
(+)	Terminal			
Starter motor harness connector				
F52	1	Ground	When the ignition switch is in START position	Battery voltage

Is the inspection result normal?

YES >> "S" connector circuit is OK. Further inspection is necessary. Refer to [STR-2, "Work Flow"](#).

NO >> GO TO 2.

2. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect IPDM E/R connector.
2. Check continuity between starter motor harness connector and IPDM E/R harness connector.

Starter motor harness connector		IPDM E/R harness connector		Continuity
Connector No.	Terminal No.	Connector No.	Terminal No.	
F52	1	E7	80	Existed

Is the inspection result normal?

YES >> Further inspection is necessary. Refer to [STR-2, "Work Flow"](#) in SEC section.

NO >> Repair the harness.

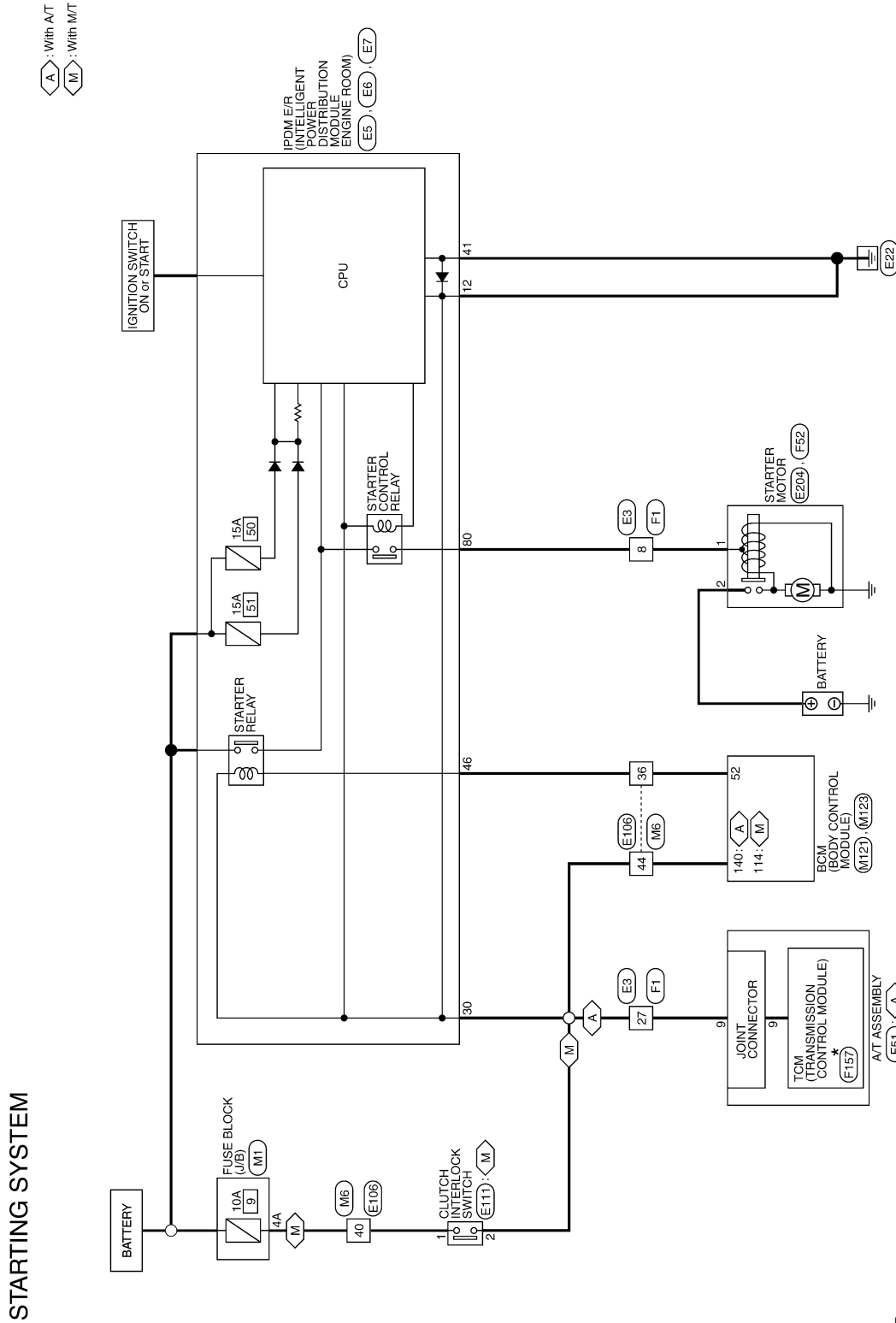
STARTING SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

STARTING SYSTEM

Wiring Diagram - STARTING SYSTEM -

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*: This connector is not shown in "Harness Layout".

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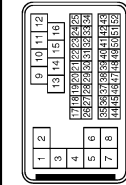
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STARTING SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

STARTING SYSTEM

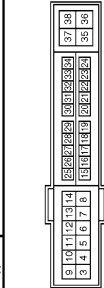
Connector No.	E3
Connector Name	WIRE TO WIRE
Connector Type	SA33MB-F3P-SH2B



Terminal No.	Color of Wire	Signal Name [Specification]
1	L/Y	-
2	SHIELD	-
3	L/B	-
4	SHIELD	-
5	BR	-
7	G	-
8	W	-
9	W	-
10	Y	-
11	P	-
12	SB	-
13	BR	-
14	G	-
15	R	-
16	LG	-
17	P	-
18	Y	-
19	BG	-
20	B	-
21	SB	-
22	W	-
23	L	-
24	G	-
25	V	-
27	GR	-
28	V	-
29	P	-
30	R	-
31	BR	-
32	Y	-
33	G	-
34	BIG	-
37	SHIELD	-
38	L	-
39	P	-
40	R	-
41	W	-
42	LG	-

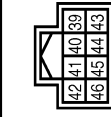
43	G	-
46	SHIELD	-
47	W	-
48	BR	-
49	G	-
50	B	-
51	SB	-
52	R	-

Connector No.	E5
Connector Name	SPM E-R INTELLIGENT POWER DISTRIBUTION MODULE (ENGINE ROOM)
Connector Type	TH20FW-CS12-M4-1V



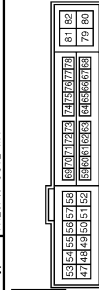
Terminal No.	Color of Wire	Signal Name [Specification]
4	V	-
5	L	-
6	SB	-
7	R	-
11	BR	-
12	B/W	-
13	Y	-
16	LG	-
19	W	-
25	G	-
26	R	-
27	BG	-
28	L	-
29	GR	-
30	V	-
32	V	-
33	P	-
36	G	-

Connector No.	E6
Connector Name	SPM E-R INTELLIGENT POWER DISTRIBUTION MODULE (ENGINE ROOM)
Connector Type	TH20FW-M4



Terminal No.	Color of Wire	Signal Name [Specification]
39	P	-
40	L	-
41	B/W	-
42	Y	-
43	SB	-
44	LG	-
45	G	-
46	W	-

Connector No.	E7
Connector Name	SPM E-R INTELLIGENT POWER DISTRIBUTION MODULE (ENGINE ROOM)
Connector Type	TH20FW-CS12-M4



Terminal No.	Color of Wire	Signal Name [Specification]
48	BR	-
49	BG	-
51	Y	-
53	W	-
54	P	-
55	SB	-
56	LG	-
57	G	-
58	GR	-
69	BR	-
70	BG	-
73	P	-
74	G	-
75	SB	-

76	Y	-
77	R	-
80	W	-

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< DTC/CIRCUIT DIAGNOSIS >

STARTING SYSTEM

Connector No.	E106
Connector Name	WIRE TO WIRE
Connector Type	THB07V-CS16-TM4



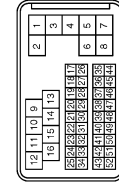
Terminal No.	Color of Wire	Signal Name [Specification]
1	GR	
3	BG	
4	B/W	
5	G	
6	BG	
7	LG	
8	G	
9	R	
10	W	
11	V	
12	R	
13	L	
14	GR	
15	P	
16	W	
17	V	
18	BG	
19	GR	
20	LG	
30	R	
31	L	
32	BG	
33	P	
34	V	
35	BR	
36	W	
37	Y	
38	R	
39	B	
40	G	
41	W	
42	LG	
43	SB	
44	GR	
45	BG	
46	LG	
47	V	
48	P	

Connector No.	E204
Connector Name	STARTER MOTOR
Connector Type	



Terminal No.	Color of Wire	Signal Name [Specification]
2	B/Y	

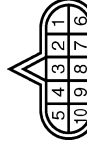
Connector No.	F1
Connector Name	WIRE TO WIRE
Connector Type	SAA38FB-RS8-S1Z8



Terminal No.	Color of Wire	Signal Name [Specification]
1	L/Y	
2	SHIELD	
3	L/B	
4	SHIELD	
5	BR	
7	G	
8	W	
9	W	
10	G	
11	R	
12	P	
13	L	
14	LG	
15	R	
16	Y	
17	W	
18	LG	
19	P	
20	O	
21	BR	
22	G	

23	Y	
24	LG	
25	V	
27	GR	
28	BR	
29	L	
30	R	
31	P	
32	W	
33	SB	
34	O	
37	SHIELD	
38	W	
39	Y	
40	G	
41	B	
42	GR	
43	R	
46	SHIELD	
47	W/L	
48	LG	
49	O/L	
50	L/Y	
51	W	
52	L/G	

Connector No.	F51
Connector Name	A/T ASSEMBLY
Connector Type	RK1DFG-DGY



Terminal No.	Color of Wire	Signal Name [Specification]
1	Y	
2	R	
3	L	
4	V	
5	B	
6	Y	
7	R	
8	P	
9	GR	
10	B	

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STARTING SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

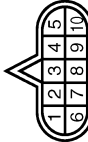
STARTING SYSTEM

Connector No.	F12
Connector Name	STARTER MOTOR
Connector Type	X01MGY



Terminal No.	Color of Wire	Signal Name [Specification]
1	W	-

Connector No.	F157
Connector Name	TCM (TRANSMISSION CONTROL MODULE)
Connector Type	SP10FG



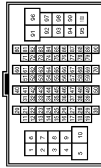
Terminal No.	Color of Wire	Signal Name [Specification]
1	-	VIGN
2	-	BATT
3	-	CAN-H
4	-	K-LINE
5	-	GND
6	-	VIGN
7	-	REV LAMP-RLY
8	-	CAN-L
9	-	STARTER RLY
10	-	GND

Connector No.	M1
Connector Name	FUSE BLOCK (J/B)
Connector Type	NS3GFF-M2



Terminal No.	Color of Wire	Signal Name [Specification]
1A	V	-
2A	G	-
3A	L	-
4A	P	-
5A	BR	-
6A	Y	-
7A	GR	-
8A	L	-

Connector No.	M6
Connector Name	WIRE TO WIRE
Connector Type	THE80MW-CS16-TM4



Terminal No.	Color of Wire	Signal Name [Specification]
1	EG	-
3	R	-
4	G	-
5	G	-
6	BR	-
7	BR	-
8	Y	-
9	R	-
10	W	-
11	GR	-
12	R	-
13	L	-
14	G	-
15	P	-

Terminal No.	Color of Wire	Signal Name [Specification]
16	W	-
17	BR	-
18	V	-
19	EG	-
20	L	-
30	R	-
31	L	-
32	Y	-
33	GR	-
34	P	-
35	BR	-
36	BR	-
37	Y	-
38	LG	-
39	SB	-
40	G	-
41	W	-
42	LG	-
43	P	-
44	GR	- [With A/T]
44	R	- [With M/T]
45	EG	-
46	G	-
47	P	-
48	P	-
49	L	-
59	B	-
66	Y	-
67	G	-
68	R	-
69	W	-
70	G	-
80	SB	-
81	R	-
82	V	-
83	W	-
84	L	-
84	EG	-
85	G	-
87	V	-
88	B	-
89	SB	-
90	G	-
91	W	-
92	B	-
93	G	-
94	L	-
95	BR	-
97	P	-
98	SHIELD	-
99	V	-
100	SB	-

Connector No.	M121
Connector Name	BCM (BODY CONTROL MODULE)
Connector Type	TH40FGY-NH



Terminal No.	Color of Wire	Signal Name [Specification]
34	SB	TRUNK ROOM ANT-
35	V	TRUNK ROOM ANT+
38	B	REAR BUMPER ANT-
39	W	REAR BUMPER ANT+
47	Y	IGN RELAY (PDM, E, F) CONT
50	G	TRUNK ROOM LAMP SW
52	BR	STARTER RELAY CONT
60	BR	PUSH SW
61	SB	TRUNK LID OPENER REQUEST SW
64	G	P-KEY WARN BUZZER (ENG ROOM)
67	GR	TRUNK LID OPENER SW

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< DTC/CIRCUIT DIAGNOSIS >

STARTING SYSTEM

Connector No.	M123
Connector Name	BCM (BODY CONTROL MODULE)
Connector Type	TH40FG-1N1



Terminal No.	Color of Wire	Signal Name [Specification]
112	BR	RAIN SENSOR SERIAL LINK
113	G	OPTICAL SENSOR
114	R	CLUTCH INTERLOCK SW
116	SB	STOP LAMP SW 1
118	BR	STOP LAMP SW 2
119	GR	DR DOOR UNLOCK SENSOR
121	SB	KEY SLOT SW
123	W	IGN P/B
124	EG	PASSENGER DOOR SW
129	EG	TRUNK LID OPENER CANCEL SW
132	LG	P/W SW & PRT C/U COMM
133	Y	PUSH-BUTTON IGNITION SW ILL POWER
134	LG	LOCK IND
137	BG	RECEIVER / SENSOR GND
138	Y	RECEIVER / SENSOR POWER SUPPLY
139	L	TIRE PRESSURE RECEIVER COMM
140	GR	SHIFT N/P
141	R	SECURITY INDICATOR LAMP
142	BR	COMBI SW OUTPUT 5
143	V	COMBI SW OUTPUT 1
144	G	COMBI SW OUTPUT 2
145	L	COMBI SW OUTPUT 3
146	SB	COMBI SW OUTPUT 4
150	R	DRIVER DOOR SW
151	G	REAR WINDOW DEFOGGER RELAY CONT

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STARTING SYSTEM

< SYMPTOM DIAGNOSIS >

SYMPTOM DIAGNOSIS

STARTING SYSTEM

Symptom Table

INFOID:000000006471851

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Symptom	Reference
No normal cranking	Refer to STR-2, "Work Flow" .
Starter motor does not rotate	

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PRECAUTIONS

< PRECAUTION >

PRECAUTION

PRECAUTIONS

Precaution for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"

INFOID:000000006471852

The Supplemental Restraint System such as "AIR BAG" and "SEAT BELT PRE-TENSIONER", used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. This system includes seat belt switch inputs and dual stage front air bag modules. The SRS system uses the seat belt switches to determine the front air bag deployment, and may only deploy one front air bag, depending on the severity of a collision and whether the front occupants are belted or unbelted. Information necessary to service the system safely is included in the "SRS AIR BAG" and "SEAT BELT" of this Service Manual.

WARNING:

Always observe the following items for preventing accidental activation.

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision that would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see "SRS AIR BAG".
- Never use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

PRECAUTIONS WHEN USING POWER TOOLS (AIR OR ELECTRIC) AND HAMMERS

WARNING:

Always observe the following items for preventing accidental activation.

- When working near the Air Bag Diagnosis Sensor Unit or other Air Bag System sensors with the ignition ON or engine running, never use air or electric power tools or strike near the sensor(s) with a hammer. Heavy vibration could activate the sensor(s) and deploy the air bag(s), possibly causing serious injury.
- When using air or electric power tools or hammers, always switch the ignition OFF, disconnect the battery, and wait at least 3 minutes before performing any service.

Service Procedure Precautions for Models with a Pop-up Roll Bar

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WARNING:

Always observe the following items for preventing accidental activation.

- Risk of passenger injury or death may increase if the pop-up roll bar does not deploy during a roll over collision. In order to reduce the chance of an incident where the pop-up roll bar is inoperative, all maintenance must be performed by a NISSAN or INFINITI dealer.
- Before removing and installing the pop-up roll bar component parts and harness, always turn the ignition switch OFF, disconnect the battery negative terminal, and wait for 3 minutes or more. (The purpose of this operation is to discharge electricity that is accumulated in the auxiliary power supply circuit in the air bag diagnosis sensor unit.)
- When repairing, removing, and installing a pop-up roll bar, always refer to SRS AIR BAG and SRS AIR BAG CONTROL warnings in the Service Manual.

Precaution for Battery Service

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Before disconnecting the battery, lower both the driver and passenger windows. This will prevent any interference between the window edge and the vehicle when the door is opened/closed. During normal operation, the window slightly raises and lowers automatically to prevent any window to vehicle interference. The automatic window function will not work with the battery disconnected.

PREPARATION

< PREPARATION >

PREPARATION

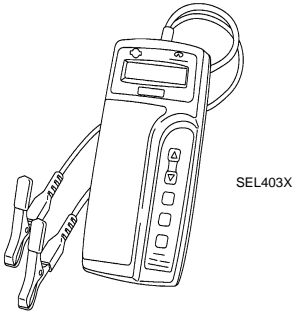
PREPARATION

Special Service Tools

INFOID:000000006471855

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Tool number (Kent-Moore No.) Tool name	Description
<p>— (J-44373 Model MCR620) Starting/Charging System Tester</p>  <p style="text-align: right;">SEL403X</p>	<p>Tests starting and charging systems. For operating instructions, refer to Technical Service Bulletin.</p>

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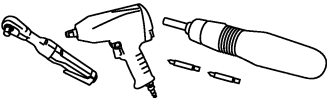
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Commercial Service Tools

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Tool name	Description
<p>Power tool</p>  <p style="text-align: right;">PIIB1407E</p>	<p>Loosening bolts, nuts and screws</p>

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STARTER MOTOR

< REMOVAL AND INSTALLATION >

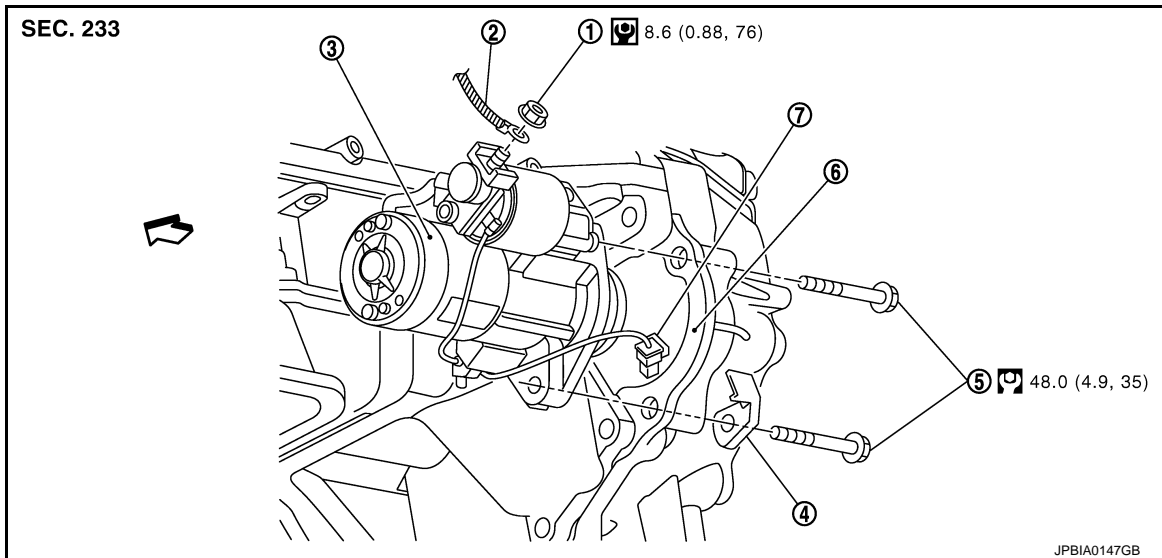
REMOVAL AND INSTALLATION

STARTER MOTOR

Exploded View

INFOID:000000006471857

REMOVAL



- | | | |
|-------------------------|--------------------------------|---|
| 1. "B" terminal nut | 2. "B" terminal harness | 3. Starter motor |
| 4. Harness clip bracket | 5. Starter motor mounting bolt | 6. Converter housing (A/T models)
Transmission case (M/T models) |
| 7. "S" connector | | |

↔ : Vehicle front

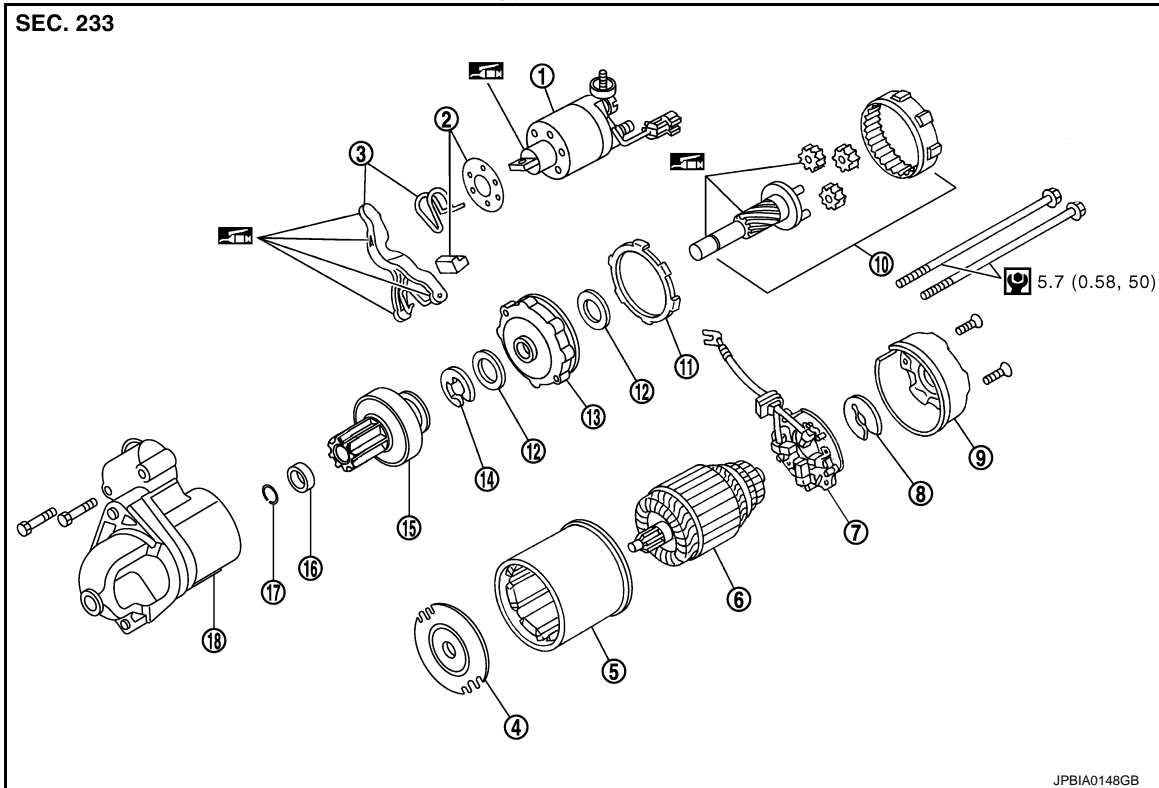
Refer to [GI-4, "Components"](#) for symbols in the figure.

DISASSEMBLY


STARTER MOTOR

< REMOVAL AND INSTALLATION >

Type: S114-932



- | | | |
|-----------------------------|-------------------------|------------------------|
| 1. Magnetic switch assembly | 2. Dust cover kit | 3. Shift lever set |
| 4. Center bracket (A) | 5. Yoke assembly | 6. Armature assembly |
| 7. Brush holder assembly | 8. Thrust washer | 9. Rear cover assembly |
| 10. Shaft gear assembly | 11. Packing | 12. Thrust washer |
| 13. Center bracket (P) | 14. E-ring | 15. Pinion assembly |
| 16. Pinion stopper | 17. Pinion stopper clip | 18. Gear case assembly |

 High-temperature grease point

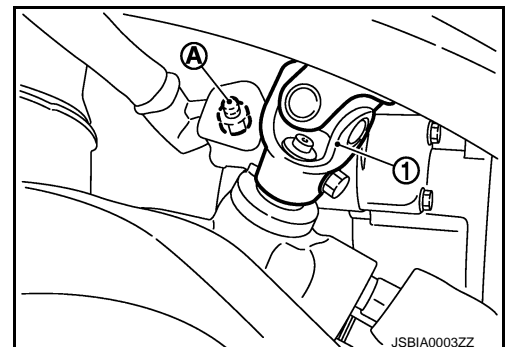
Refer to [GI-4, "Components"](#) for symbols not described on the above.

Removal and Installation

INFOID:000000006471858

REMOVAL

1. Disconnect the battery cable from the negative terminal.
2. Remove engine undercover, using power tools.
3. Remove road wheel and tire (Front LH), using power tools.
4. Disconnect steering lower joint (1), then remove it. Refer to [ST-22, "Exploded View"](#).
5. Remove engine mounting insulator (LH) mounting nut (Lower). Refer to [EM-68, "Exploded View"](#).
6. Jack up the engine front side to create clearance for removing starter motor.
7. Remove "B" terminal nut (A).



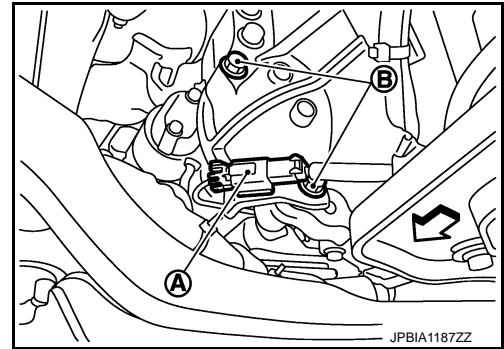
STARTER MOTOR

< REMOVAL AND INSTALLATION >

8. Disconnect "S" connector (A).

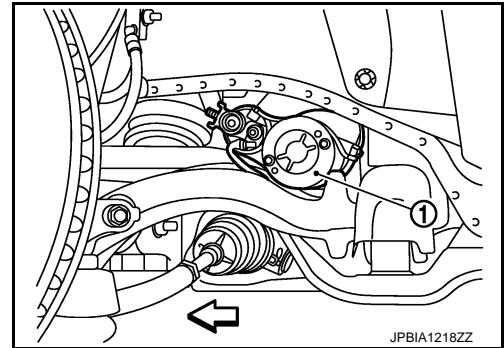
↔ : Vehicle front

9. Remove starter motor mounting bolts (B), using power tools.



10. Remove starter motor (1) from the side of the vehicle.

↔ : Vehicle front



INSTALLATION

Install in the reverse order of removal.

CAUTION:

Be sure to tighten "B" terminal nut carefully.

Inspection

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INSPECTION AFTER DISASSEMBLY

Pinion/Clutch Check

1. Inspect pinion teeth.
 - Replace pinion if teeth are worn or damaged. (Also check condition of ring gear teeth.)
2. Inspect reduction gear (shaft gear assembly) teeth.
 - Replace reduction gear (shaft gear assembly) if teeth are worn or damaged. (Also check condition of armature shaft gear teeth.)
3. Check to see if pinion locks in one direction and rotates smoothly in the opposite direction.
 - If it locks or rotates in both directions, or unusual resistance is evident, replace.

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

Starter Motor

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Type	S114-932		
	HITACHI make		
	Reduction gear type		
System voltage	[V]	12	
No-load	Terminal voltage	[V]	11
	Current	[A]	Less than 110
	Revolution	[rpm]	More than 2,700
Minimum diameter of commutator	[mm (in)]	28.0 (1.102)	
Minimum length of brush	[mm (in)]	10.5 (0.413)	
Brush spring tension	[N (kg, lb)]	16.2 (1.65, 3.6)	
Clearance between bearing metal and armature shaft	[mm (in)]	Less than 0.2 (0.008)	
Clearance between pinion front edge and pinion stopper	[mm (in)]	0.3 - 2.5 (0.012 - 0.098)	

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