



INSTALLATION INSTRUCTIONS

Chevy Gear Reduction Starters 6550

IMPORTANT! POSITIVE BATTERY CABLE MUST BE DISCONNECTED AT BATTERY PRIOR TO INSTALLATION! THIS IS A PERFORMANCE MODIFICATION, NOT JUST A REPLACEMENT STARTER. ALL INSTRUCTIONS & PROCEDURES MUST BE FOLLOWED FOR A SUCCESSFUL INSTALL.

This starter is intended for use on Chevy small and big block V8 engines as well as 90 degree V6 engines with either a 153 tooth (12 3/4" OD) or 168 tooth (14" OD) flywheel and with a 12 volt negative ground electrical system. Prior to installation, be sure engine block to starter mounting surface is free of any rust, paint or debris to ensure proper grounding.



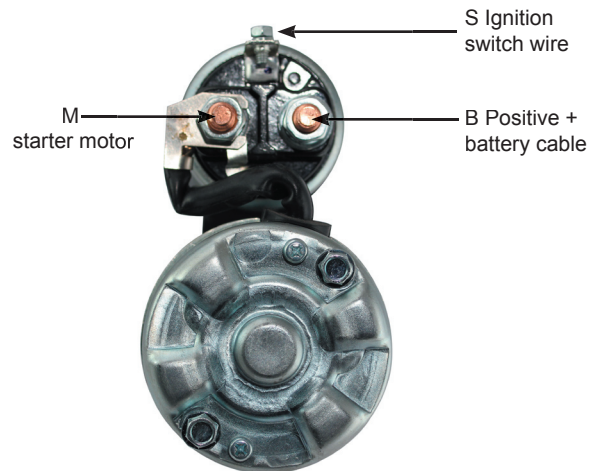
These gear reduction starters have 4 mounting holes so they can be mounted on engines with either a small 153 tooth or large 168 tooth flywheel/flex plates. When mounting on an engine with a small 153 tooth flywheel/flex plate, mount the starter using the second and fourth holes as shown in the photo. When mounting on an engine with a large 168 tooth flywheel/flex plate, use the first and third mounting holes to mount the starter. Verify that the pinion gear will engage into the flywheel before final bolt torquing. Before operating starter, gear clearances **MUST** be checked!

Starter removal and installation

1. Disconnect starter wiring harness and remove old starter.
2. Hold new starter motor in position at engine block. Determine correct bolt holes in starter mounting block to use. You may have to index the mounting block to utilize the correct bolt holes. The notch in the top of the mounting block is for the oil pan rail clearance.
3. Install (2) supplied mounting bolts. Tighten to 38 ft lbs.

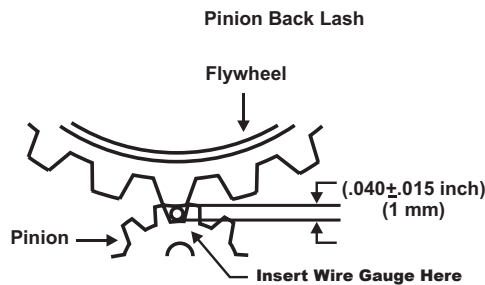
Wiring the starter

1. Attach the positive battery cable to the large starter terminal B. **DO NOT OVERTIGHTEN THE NUT!** The stud terminal is made of soft brass for superior conductivity and will strip if overtightened.
2. Connect existing ignition switch wire to the S spade terminal.



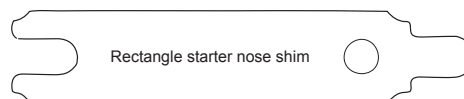
Indexing the starter

If the starter solenoid interferes with the engine block or any component, the entire starter can be rotated about the nose to gain additional clearance.



Pinion Back Lash - Rectangle shims

When the pinion is engaged into the ring gear, there is to be $.040 \pm .015$ " backlash between them. This can be checked with a wire gauge (a standard size paper clip will work fine) when holding the pinion into the ring gear with a screwdriver. If the fit is too tight, shim the nose from the block using the rectangle shims provided.



CAUTION: NEVER OPERATE THIS STARTER MOTOR MORE THAN 30 SECONDS AT A TIME WITHOUT ALLOWING IT TO COOL FOR AT LEAST TWO MINUTES. Overheating caused by extended cranking will damage the starter motor and void warranty.

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