

1979-95 Mustang SVE High Torque Mini Starter - 5.0L

Prop. 65 Warning for California Residents
 WARNING: This product may contain chemicals known to the State of California to cause cancer, birth defects, or other reproductive harm.



1. Begin by disconnecting the negative battery cable. Then remove the stock starter. You'll need a 1/2" wrench or socket to remove the two bolts holding the starter to the bellhousing. Once the starter is free, drop it down slightly and then remove the nut which holds cable to the starter post.



2. The stud on the new starter is slightly larger than stock, requiring the cable end be enlarged to 5/16". We simply held the cable against one of the many holes in the k-member and attacked it with a drill. You may wish to use a file to clean up any rough edges.



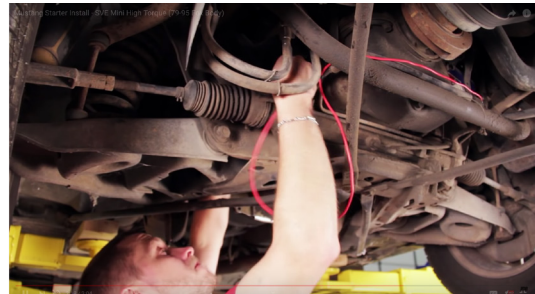
3. The new starter can now be bolted up to the bellhousing. Due to the confined space under the car, with headers and the k-member, we found it easier to connect the wiring to the starter solenoid before bolting it up to the bellhousing.



4. The starter cable mounts to the single large 5/16" stud, while the #12 ga. red wire is connected to the outer of the two smaller terminals. Shown here is the v starter for larger 164 tooth flywheels.



5. The upper mounting bolt can be tough to get a wrench on, especially with headers in place. We used long extension with a swivel socket and snaked it through the k-member.



6. Route the red wire along side the starter cable, using zip-ties and wire loom to prevent it from chaffing or grounding out against the motor, frame or accessories.



7. With the starter mounted, all that is left is to change around the wiring at the starter relay. Disconnect the starter cable from the post on the starter relay. With the new PMGR starter, the starter cable attaches to the 12V side of relay, however as evident in this photo, we did not have enough room on the stud due to the other wiring in place.



8. Rather than find a new relay with a longer stud (rumored to be available at Pep Boys) we simply attached the starter cable directly to the positive cable at the battery, using the clamp stud as shown. This will not cause any problems with the starter operation. The other wire in our picture is for the electric fan. Do NOT attach the red lead from the starter directly to the battery.



9. The #12 ga. red wire included with the PA Performance starter is attached to cranking side of the relay, where the starter cable was originally attached. You shouldn't have any other wires on this stud, as it only receives 12V when the key is in the start position.



10. On early Fords the starter relay looks slightly different, but operates in the same way. Move the original starter cable to the constant 12V side (same side as the battery cable.) The red power lead for the new mini-starter is connected to the opposite side as shown.

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