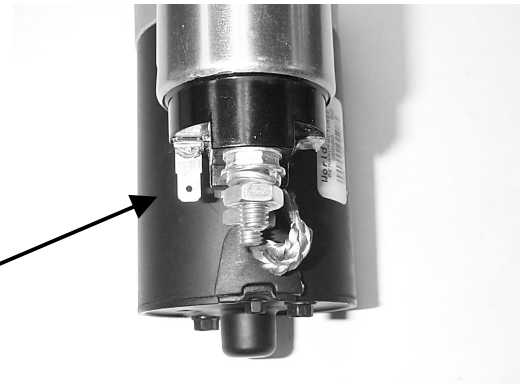


## Attention !

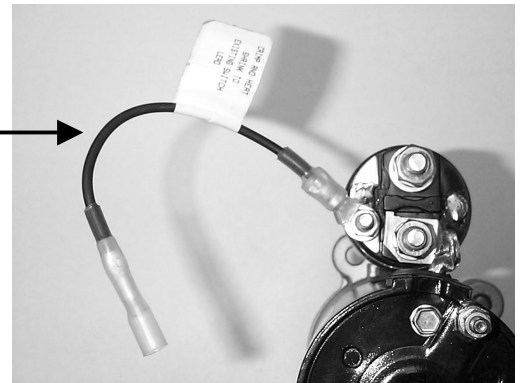
**Ford, Lincoln, Mercury and Mazda owners.**

To reduce the risk of premature starter failure these steps must be followed.

Applications equipped with Motorcraft style PMGR starters have a no start problem that usually occurs because of a bad ground or due to corrosion at the ignition terminal of the starter solenoid. Your starter was originally equipped with a male spade type of connector which is not protected from the elements thus creating corrosion and a poor connection.



Ford Motor Company has recognized this as a problem. A conversion kit was produced to change the original spade connector to an eyelet/post type connection. This provides better current carrying capabilities and is more corrosion resistant.



### Installation

To install the ignition wire onto the new starter cut 4-5 inches off of your existing ignition wire harness ( this is where the corrosion exists ). Strip 3/8 inch of the insulation off the ignition wire. Ensure that the exposed copper wire is clean and shiny. Insert this wire into the butt connector and crimp using a proper crimping tool. Do not remove the plastic protection insulator surrounding the butt connector. After crimping the wire into the connector heat the butt connector insulation until it conforms to the ignition wire. When you heat this connection the insulator melts around the wire creating a weatherproof connection.