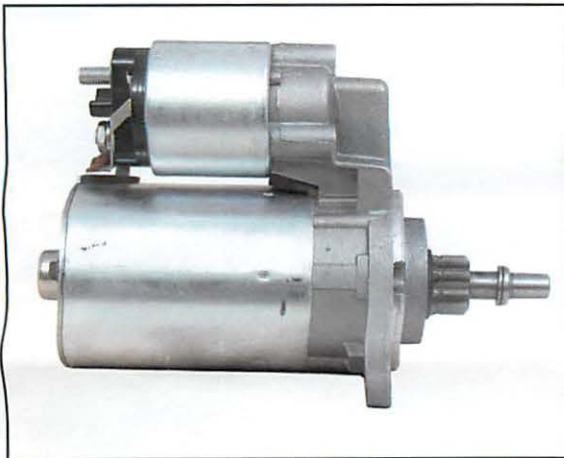


SR15N Notice of Interchangeability

The Bosch SR15N Starter originally came as Original Equipment with an extended armature shaft, requiring the installation of a Bushing in the transmission housing during installation. New OE Bosch SR15N Starters are produced with a self supporting armature shaft and do not require the bushing in the transmission housing. The two types of units are different in physical appearance, but are totally interchangeable in both fitment and performance.



BOSCH VERSION
With exposed armature shaft



BOSCH VERSION
With self supporting armature shaft



AVISO DE APLICACION

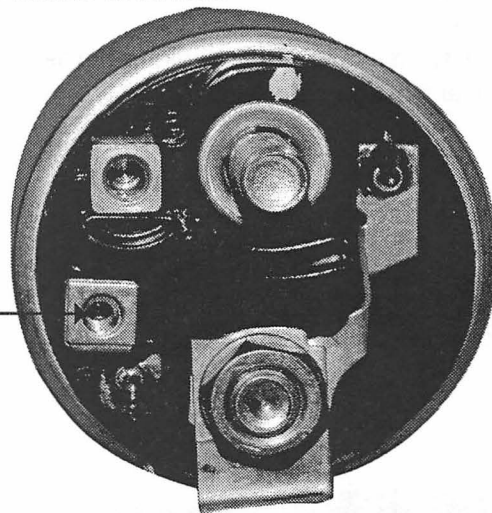
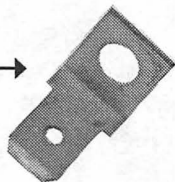


Conversión del solenoide

Para convertir del viejo tipo de solenoide (de terminal plana), al nuevo tipo de solenoide (de tornillo):

- 1) Coloque la terminal plana macho sobre el orificio # 50 e inserte el tornillo.
- 2) Apriete el tornillo.
- 3) Instale la terminal hembra del arnés original a la terminal macho # 50 en el solenoide.

Terminal 50
M4





APPLICATION NOTICE

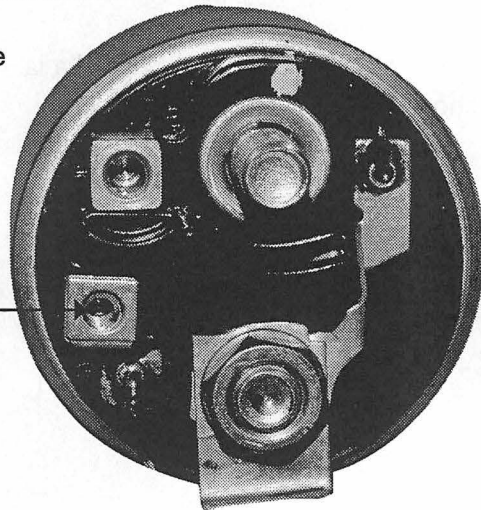
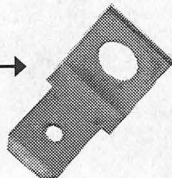


Solenoid Conversion

To convert from the old style (spade type) solenoid connections to the new style (screw type):

- 1) Place male spade terminal over screw hole #50 and insert screw.
- 2) Tighten screw.
- 3) Install female spade from original wiring harness to male spade terminal #50 on solenoid.

Terminal 50
M4





AVISO DE APLICACION



Instalación de motor de arranque: Condición de “arranque difícil”/“sin arranque”

Es posible que algunos modelos anteriores de **Volkswagen, Porsche y SAAB** presenten una condición en la que el motor de arranque funciona de forma lenta o no arranca en absoluto al activar el interruptor de encendido.

Si después de reemplazar el motor de arranque, su vehículo aún presenta una condición de “arranque difícil”, se sugiere inspeccionar la condición del sistema eléctrico del vehículo en cuanto a:

- Calidad e integridad general del cableado (p.ej., conexiones de terminal limpias y ajustadas, grietas en el aislamiento)
- El voltaje de la batería
- La presencia de todas las pantallas protectoras que se suministran de fábrica

En estos vehículos, se necesita un mínimo de 9 volts para activar el solenoide de arranque.

Dependiendo de la condición general del sistema eléctrico del vehículo, es posible que sea necesario instalar un kit de relevador (número de pieza WR1 de Bosch) para proporcionar el voltaje adecuado al solenoide de arranque.



APPLICATION NOTICE



Starter Installation – Hard/No Start Condition

Some early model **Volkswagen, Porsche and SAAB** vehicles may experience a condition where the starter motor cranks slowly or not at all upon activation of the ignition switch.

If after installing this replacement starter your vehicle still exhibits a hard start condition, it is suggested that you inspect the condition of the vehicle's electrical system for:

- Overall wire quality and integrity (i.e., terminal connections clean and tight, cracked insulation)
- Battery voltage
- The presence of all factory supplied heat shields

On these vehicles, a minimum of 9 volts is required to activate the starter solenoid.

Depending upon the overall condition of the vehicle's electrical system, it may be necessary to install a relay kit (Bosch Pt. #WR1) to provide adequate voltage to the starter solenoid.