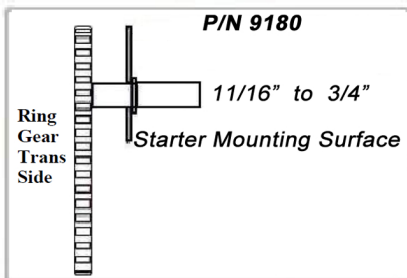
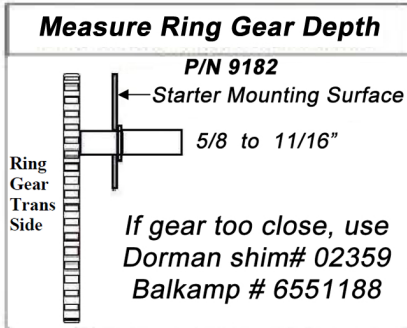


P/N's 9180 / 9182
OEM Replacement for Stock Engines
NOT for use w/ HI Compression Engines

INSTRUCTIONS
FORD PMGR



Do Not use a Jumper Wire on PMGR Starter Solenoid

Starter will not disengage properly w/ jumper wire

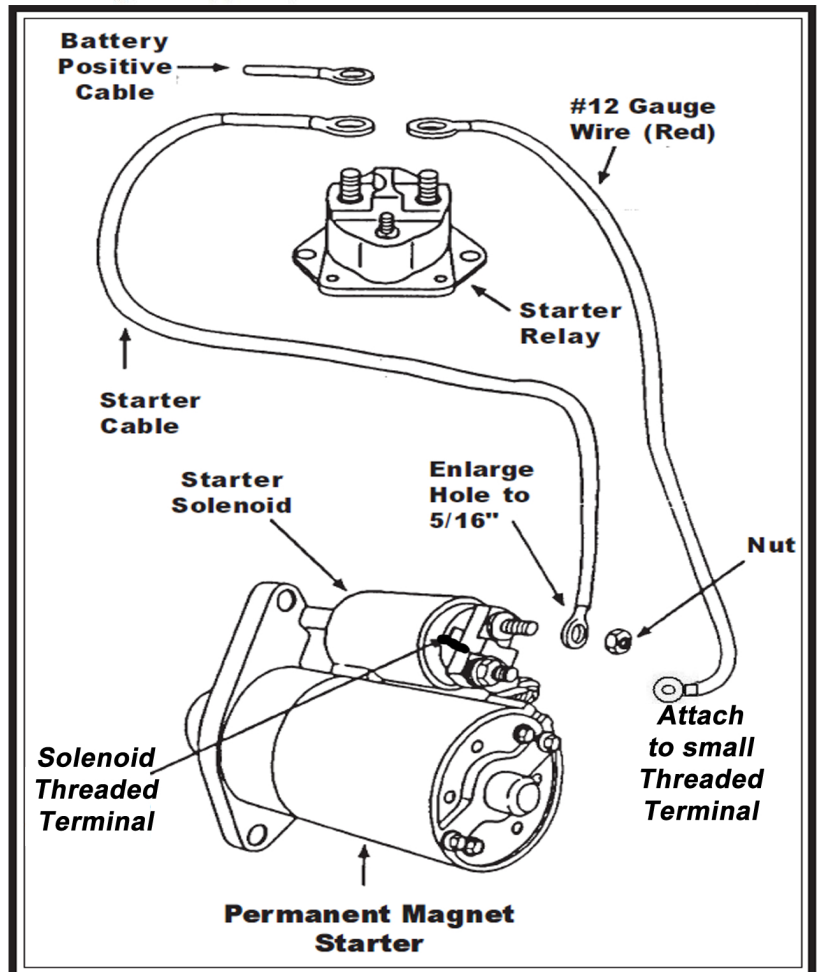
These Powermaster PMGR starters are NOT Intended for use on HI Compression Carbureted Engines. These engines can kick back and cause Starter Failure. This is NOT covered under warranty. These starters are designed to replace OE starters on EFI Engines up to 10:1 compression. Though its size is small, its performance is greater than the OE starter. These starters use permanent magnets instead of field coils. Using a jumper on the Solenoid terminal to the Battery terminal will cause starter to stay engaged. If using an OE type Ford remote solenoid, use wiring kit supplied, and follow instructions below.

Important

Measure Flywheel Ring Gear Depth before Installing Starter

INSTRUCTIONS

1. Disconnect the negative battery cable.
2. Remove the starter cable from the starter relay (see figure) and connect it to the opposite terminal (pos) on the relay. The battery cable and starter cable will now be on the positive relay terminal.
3. Attach the #12 red wire (supplied in the kit) to the starter relay post where the starter cable was removed. Route this wire along the starter cable and secure with the supplied wire ties.
4. Remove the old starter.
5. Remove the starter cable from the starter.
6. If applicable, enlarge the cable terminal to 5/16" and clip anti-rotational tabs off.
7. Measure ring gear depth (see depth inst sheet)
8. Install the Powermaster PMGR starter.
9. Attach the battery cable to the battery terminal on solenoid.
10. Attach the #12 red wire to the small threaded switch terminal on the solenoid. Make sure connections are secure, but do not over tighten.
11. Connect negative cable on battery. Crank engine.



Tech Dept (630) 849-7754

tech@powermasterperformance.com