

26. STARTERS	1953-55	1956-57	1958-60	1961-62
Motor	1107109			1107889
	1108035			1107233
	1107627	1107627		1107219
	1107645	1107664	1107664	
Solenoid	1118135	1119789		
	1119767	1119919	1119919	?
Relay	1116886			
	1116904	1116904	?	?

Motors: they were made by Delco-Remy; housing was painted semi-flat black; mounting bolts unpainted.

1956-57 had a metal brace supporting the forward end of the motor.

Thru 1956, motors will have a red ID tag riveted to the housing. The tag has stamped model number and date of manufacture code (same format as generators and distributors).

1957 and later starter motors had stampings directly on housing.

1107109 until Feb 54, has a two-field coil
 1108035 begin Feb 54, has a four-field coil
 1107627 1955 V-8 until about VIN -0509 to -0570; all 1956
 1107645 1955 V-8 after about VIN -0509 to -0570
 1107664 1957 thru 1960
 1107889 1961
 1107233 1962 manual transmissions
 1107219 1962 Powerglides

Solenoids: assy painted semi-flat black; mounting bolts unpainted

Thru 1956, solenoids had exposed plunger and lever linkage. PN was stamped into its mounting collar (may not be readable).

1957 solenoids were enclosed in the starter pinion casting. PN was stamped in the housing case.

1118135 six cylinder only
 1119767 eight cylinder only
 1119789 1956 only
 1119919 1957 only

Relays: used with Powerglide only; cover painted gloss black; Mounted on firewall (one terminal on bottom and each side); Last three digits of PN stamped on mounting flange (may not be readable when installed).

1116886 six cylinder only
 1116904 eight cylinder only



REFERENCES:

Adams pages 63, 124, 129, 234, 331, 334, 344, 362, 363

GM Assy Manual	1956-61	Sect 6	Sheet	4.00
	1962	Sect 6	Sheet	11.00
		Sect 313	Sheet	7.00

NCRS Specifications	1953-72,	page 76
NCRS Judging Manual	1953-55,	page 40-41
	1956-57,	page 43-44
	1958-60,	page 29



27. BATTERY & WIRING HARNESS

27.1. BATTERY	1953-55	1956-57	1958-60	1961-62
Battery	?	1980458	1980458	1980588
Tray Assy	?	3715404	3715404	3715404
Retainer	?	3710825	3710825	3710825
Shield	?	3715617	3715617	3715617
Bolts	?	3695918	6255817	6255817
Neg Cable	?	3716571	3716571	2976788
AIM 11-24-61				2979813
AIM 1-9-62				2981079
Pos Cable	?	3732972	3750025	2979911

Battery: all 1953-62 batteries were tar-top type (the space between the cap fittings was filled with tar). The word "DELCO" appeared in raised letters on the side of the case, which was black plastic. Caps were black screw-in type with "DELCO" in raised letters in the center of each.

Retainer/Shield: the retainer and shield (protection from engine heat) were spot welded together. 1958-62 each corner has a rubber spacer PN 760689.

Bolts: the hold down J-bolts used a flat washer, lock washer and hex nut. On AIM 11-24-61 the lock washer was deleted and the hex nut was replaced with a wing nut.

Cables:

1953-61 attached to the battery post with a bolt style clamp and flat washer.

1962 used a three-fingered spring style clamp.

Negative Leads: the braided cable goes to the starter's lower mounting bolt (the only one it reaches).

Positive Leads: the insulated cable goes to the starter solenoid.

Markings:

1953-55: the word "DELCO" on the casing side and caps was painted yellow. This was true of all assembly and replacement batteries until the late 1960s.



27.2. ELECTRICAL SUPPRESSION

Radios required elimination of electrical interference, so all cars received electrical noise suppressors (co-axial capacitors or condensers) in a variety of places.

Beginning on AIM 4-7-55, they also received braided grounding straps which crossed over insulators on motor mounts, exhaust mounts, etc. Also, metal shielding (inspected elsewhere) was installed around the spark plugs/wires, distributor and coil.

Grounding Straps: grounding straps did not appear until mid 1955, after which all radio equipped cars had six straps made of woven copper. The straps were 1/2 to 5/8 inch wide with round ends until late 61; then hex shaped on exhaust and accelerator straps only.

Motor Mounts: all years have one on each side at front of engine.

Antenna: all years had one strap from the antenna base to frame.

Exhaust Hangers: all years had two straps (one on each side).

location varied: 1956-57 X-member or tailpipe
1958-60 X-member or axle
1961-62 X-member only

Starter: 1958-60 ground strap was connected to the engine under the starter motor's side mounting bolt.

Accelerator: all years had one each; the location varied.

Carbureted 1956 and early 57 straps connect from lower lever arm to a cowl vent bracket bolt on firewall.

Carbureted late 1957 straps connect from upper lever arm to an intake manifold bolt.

Fuel injected 1957 straps connect from rod pivot bracket on firewall to cowl vent bolt.

All 1958-62 straps connected from accelerator arm to intake manifold bolt.

Capacitors/Condensators: for radio equipped vehicles only.

Six cylinder: three condensators PN 1926873 were used, one on the lower ignition shielding and two on the voltage regulator.

Eight cylinder:

1955 had two condensators on the voltage regulator.

1956-57 had three, one located at each of the following:

generator (armature terminal)
voltage regulator (battery terminal)
ignition coil (positive terminal)

1958-62 added one under the dash, near oil pressure gauge.



27.3. WIRING HARNESS

1953-54 harnesses were made from fabric insulated wire and black porcelain connectors.

1955 and later years used plastic insulated wire.

1958-60 FI added one wire between the electric choke and firewall-mounted resistor.

Inspect for general harness condition (frayed, repaired, or disconnected wires). Routing for specific components is inspected in other sections.

27.4. REFERENCES:

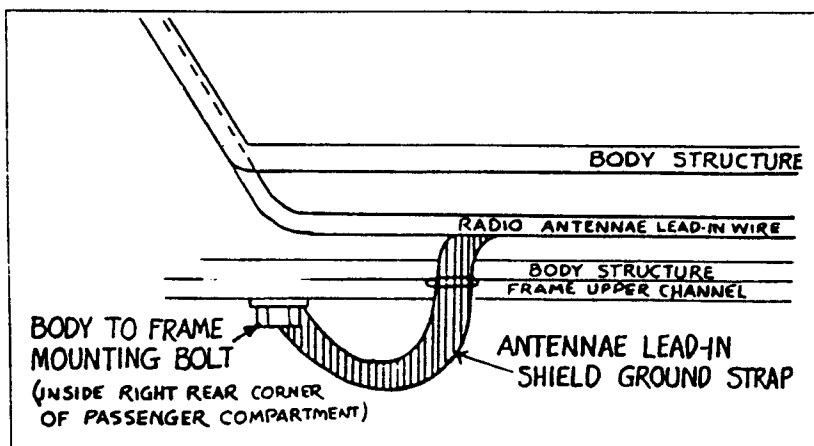
Adams pages 22-23, 47, 85-6, 127, 148, 150, 232, 248, 288, 344

GM Assy Manual 1956-57	Sect 12	Sheet 2.00
1958-61	Sect 12	Sheet 5.00
1962	Sect 12	Sheet 3.00

NCRS Judging Manual 1953-55,	page 40
1956-57,	page 43
1958-60,	page 25
1961-62,	page 19-20

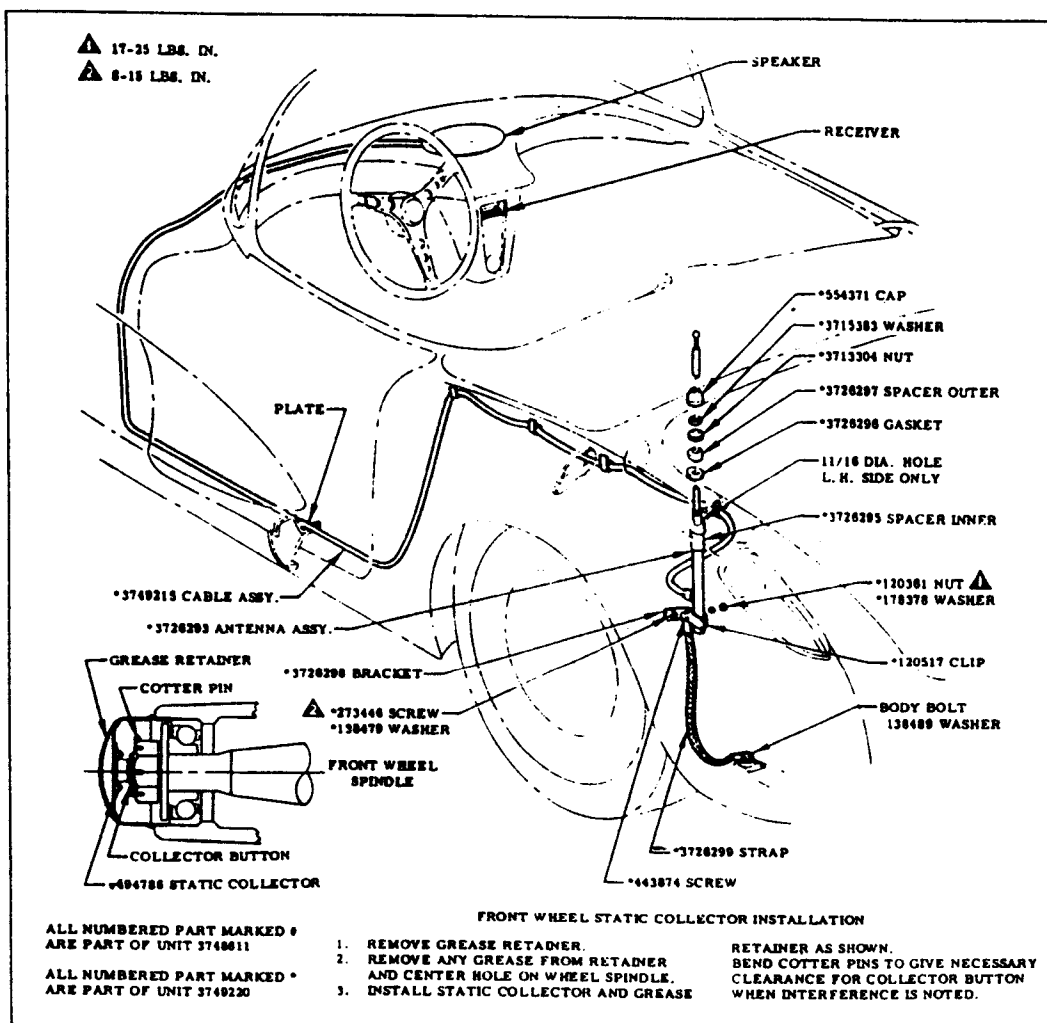


GROUND STRAPS



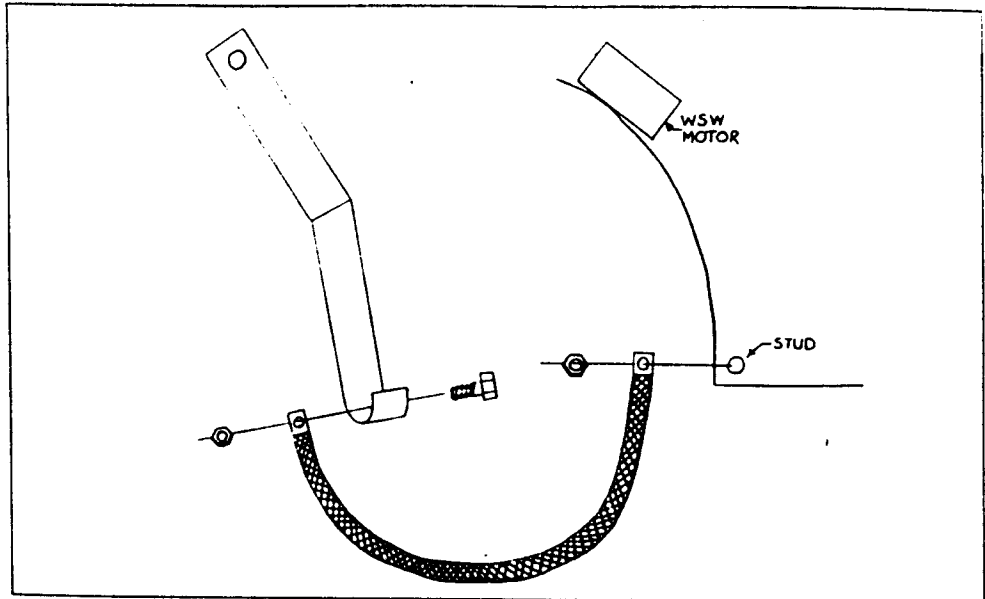
ANTENNAE 1953-55

ANTENNAE 1956-62

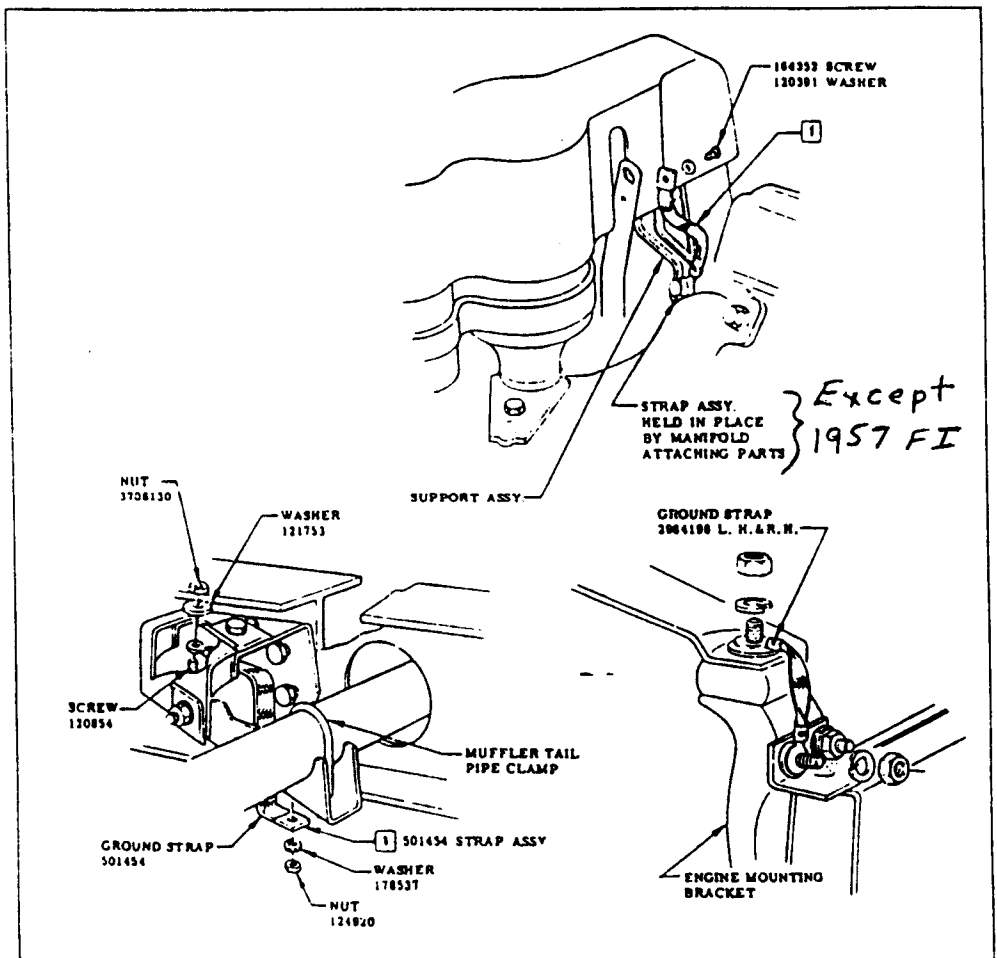


GROUND STRAPS

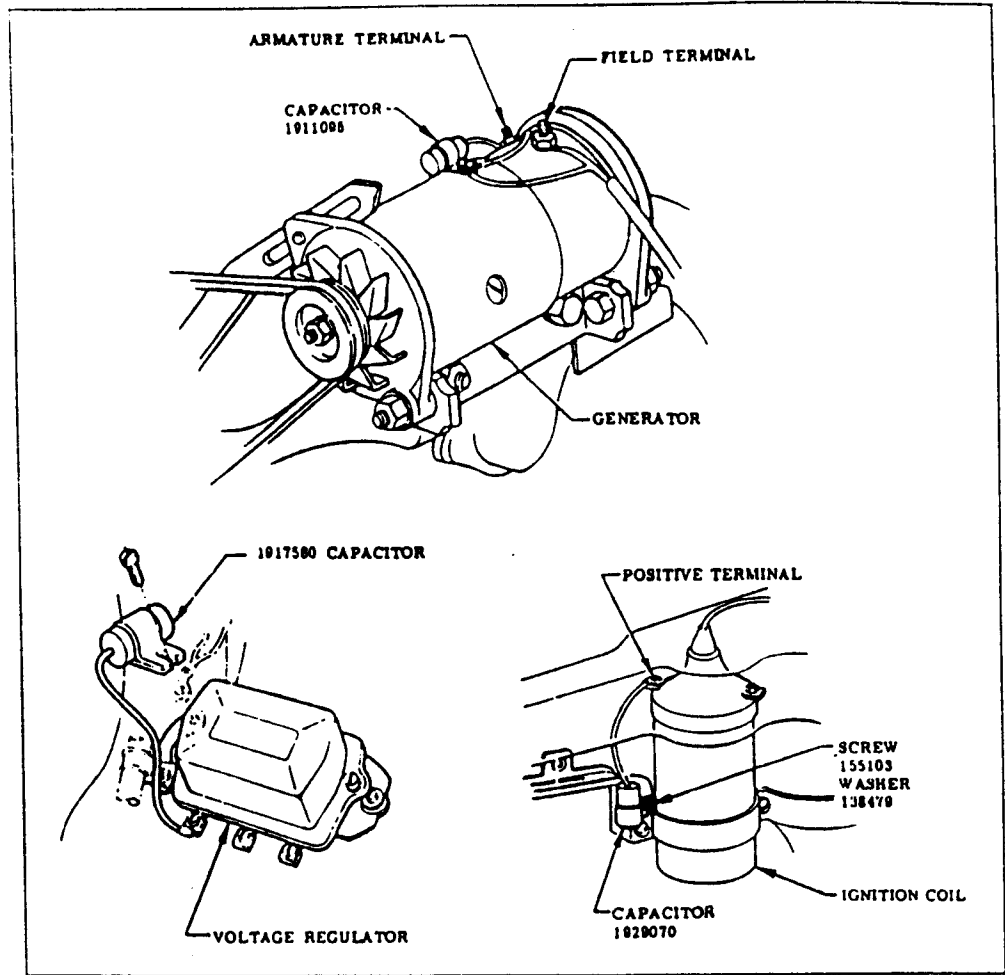
ACCELERATOR
1956-57



MOTOR &
EXHAUST
MOUNT
1956-57



CAPACITORS
1956-57



CAPACITORS
1958-60

