# INSTALLATION INSTRUCTIONS

98-295

## XLT Super Starter

### DESCRIPTION

The installation of a Tilton XLT Super Starter is very similar to the installation of the OEM starter. The only difference is that the wiring is different on those applications using a remote solenoid. Follow these simple instructions for trouble-free performance.


### INSTALLATION

1. On some models the nose has been adjusted so the starter can be mounted with the solenoid indexed in different positions. This option allows you to keep the solenoid away from headers and other starter damaging heat sources. For the greatest reliability, it is best to keep the solenoid as far away from the header pipes as possible. If the starter assembly must be very close to the headers, the use of a heat shield is encouraged.
2. When installing a Tilton XLT Super Starter there are several dimensions that must be within specified ranges for proper functioning. As shown in **Figure 1**, the pinion to ring gear clearance should be .090" ± .030". This is with the pinion at rest. If it is not possible to see the pinion when the starter is installed, as with some with plate mounted starters, measure from the face of the clutch housing that the starter plate rests against to the ring gear. Then, measure from the face of the starter plate (nearest the flywheel) to the end of the pinion at rest. The difference is the pinion to ring gear clearance.
3. When the pinion is engaged with the ring gear, there should be .010"–.030" backlash. **Figure 2** illustrates this. This can be checked with a wire gauge when holding the pinion into the ring gear. Make sure that the starter is disconnected from the battery before making this check.
   *If the fit is too tight on a block-mount starter it can be shimmed with the shims included with the starter.*
4. The electrical installation is very important. Failure to follow instructions will result in improper starter operation.

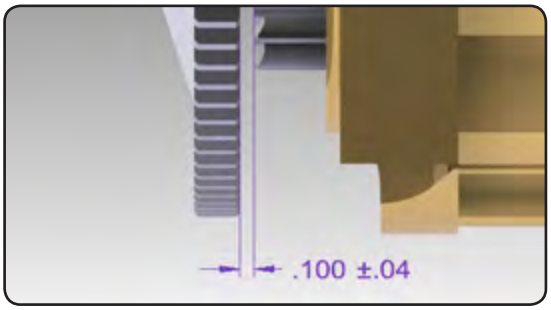


**Figure 1**
***(Pinion to Ring Gear clearance)***

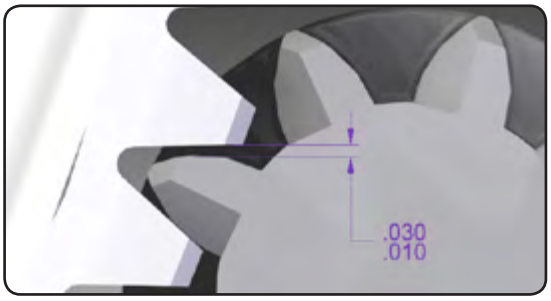


**Figure 2**
***(Backlash)***

### SOLENOID CONFIGURATIONS

**Standard** (General Motors) ***Figure 3***

Connect the positive battery lead to the unused post on the solenoid. Connect the smaller switch lead to the spade terminal on the solenoid.

**Remote Solenoid** (Ford Or Chrysler) ***Figure 4***

If your vehicle has a remote solenoid, connect the large positive lead from the remote solenoid to the unused post on the starter solenoid. Use the short jumper wire (provided) to connect the spade terminal to the same starter solenoid post as shown.

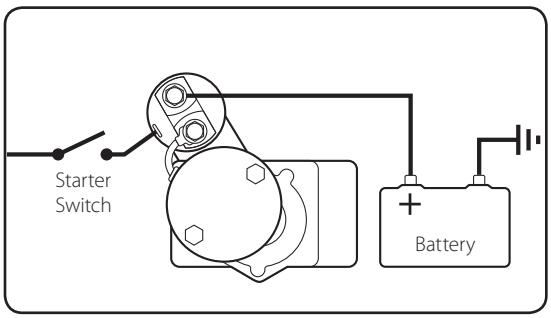


**Figure 3**
***(Standard Connection)***

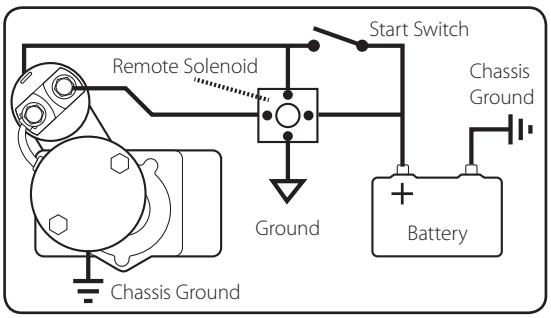


**Figure 4**
***(Remote Solenoid Connection)***