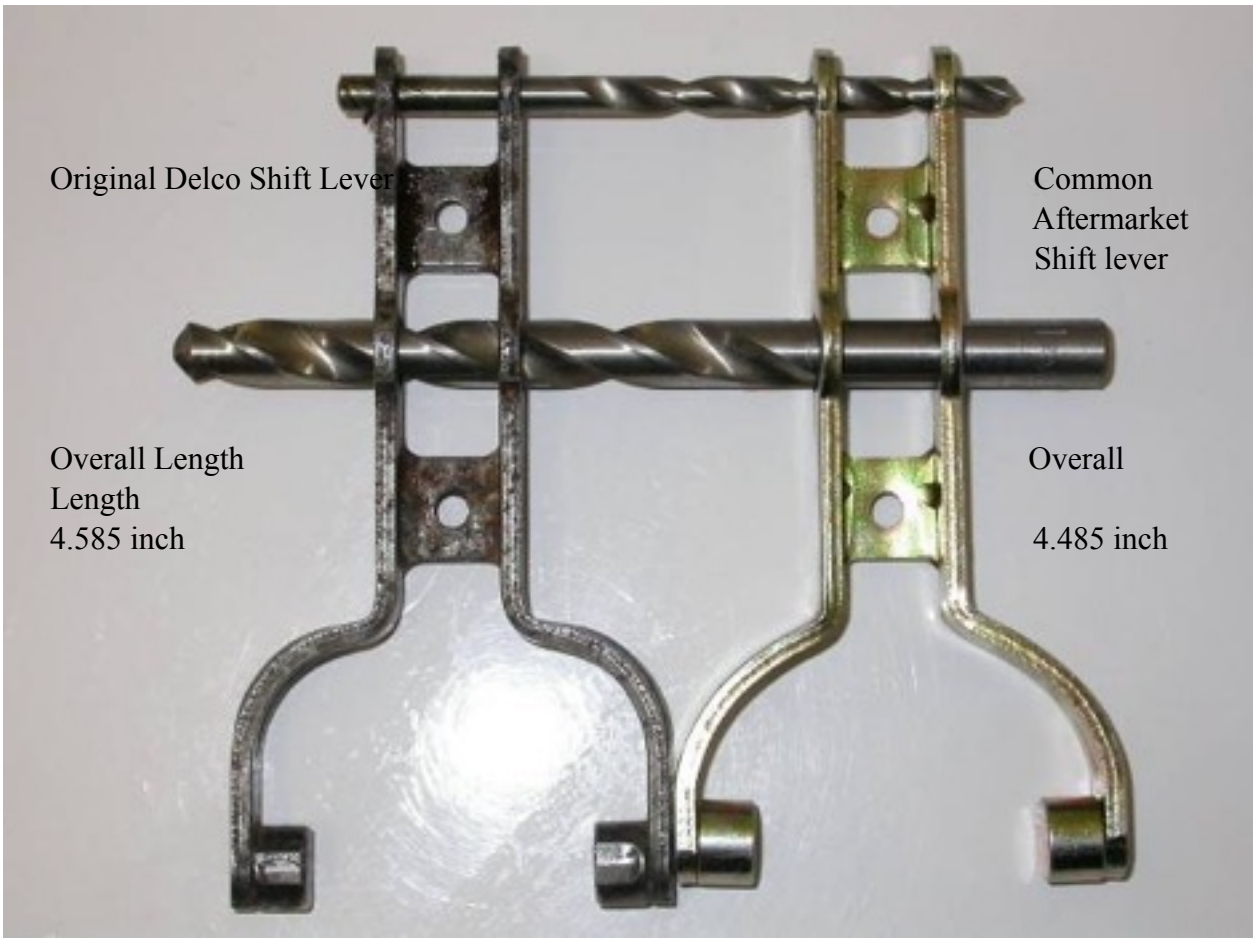
Some common shift levers are a different length than OE. See the picture below. Of course this will affect solenoid adjustment and can cause problems with solenoid and drive engagement, and possibly the dreaded “Click no Crank” or Grinds complaints.



Use the OE style solenoid for:

- Counter Sales for customer installation
- Rebuilding with all OE parts
- When adjustability is not an issue

Use Accumax Adjustable Solenoid when:

- Using reclaimed shift lever
- Using Aftermarket shift lever
- When adjustability is desired or other reasons.
- Reducing occurrence of “click/no crank” complaints

Adjusting the Accumax Version

1. Refer to the picture below for adjustment

2. Install just the 2 solenoid mounting screws closest to the lever housing, and leave them about 1 to 2 turns loose.
3. Connect the strap between the motor and the motor post, finger tighten the nuts so the solenoid can move.
4. Make no connection to the battery post.
5. If the solenoid is an isolated ground style, connect the ground lead to the starter case.

6. Accumax solenoids are wound with high temperature wire, but it is best if the following steps are completed in a short of time as possible. 20 seconds maximum is a good time limit.
7. Apply power to the switch post and the solenoid will pull in and move towards the lever housing a small amount.
8. Tighten at least one mounting bolt and disconnect the battery or power supply.

9. Most rebuilders prefer that the solenoid only extend the drive within about 1/16 inch of the stop collar and allow the splines to carry the starter drive the rest of the way out. The clearance is intended to reduce the incidence of "click no crank" condition when a tooth abutment occurs. This allows the plunger to be closer to the stop plate in the solenoid, resulting in more force available to compress the stem spring enough to allow the contacts to close. If this clearance becomes too large, then the motor will begin to run before engagement and gear clashing will occur. Accumax does not suggest a specific measurement. Delco did not publish a specification since the OE was not adjustable. However this starter is similar to the 37MT, Delco recommends .01 to .07 inch so that should be a good starting point.
10. Several suggestions for the additional adjustment are listed below:
11. Move the solenoid as needed before completely tightening all the screws.

12. Remove the jumper between the motor post of the solenoid and starter motor once the drive is extended. This will keep the motor from turning slowly and reduce the solenoid current so you have more time to work. Then you can position the drive where you want it and tighten the solenoid screws. Since the current flowing thru the solenoid is lower, you have 30 to 45 seconds to adjust the solenoid and drive before you will begin to overheat the solenoid.
13. Some rebuilders may wish to fabricate a “C” shaped adjustment washer of their preferred thickness to fit between the drive and stop collar to facilitate adjustment. This would make the adjustment faster and the removable jumper from the motor to the motor post would not be needed, you could use the original strap.