

## WOSP LMS256 Fitting Instructions



**Thank you for purchasing your WOSP LMS256 high torque starter motor.**

Remove the original starter motor and fit the LMS256 with the new hardware supplied whilst re-using the Ford T5058 gasket which is found between the starter motor and the bell housing (\*1). Re-fit your Ford T-3380 bendix cover also to prevent oil leaking. (\*2)

The starter motor operates in a 'wet' environment so there is an internal oil seal located on the shaft of our starter to prevent oil getting inside.

There are two rotations the LMS256 can be indexed to on its mounting flange plate. It is supplied in a position where the starter partially blocks one of the mounting holes but allows the unit to be laid on its side, ideal for LHD cars and gives good access to the electrical connections on top (\*3). Should you wish to mount the starter in a vertical position placing the terminals furthest from the engine block and closest to the chassis rail then you can remove the 2 x M6 socket cap screws which hold the mounting flange plate on the starter. In doing so you will break the seal which we have put between the starter plate and the starter nose which will need re-sealing with an oil resistant gasket sealant before you re-position the plate in the new orientation. (\*4)

The LMS256 (12 Volt) & LMS256-6V (6 Volt) is not polarity sensitive so can work on positive or negative ground vehicles. If retaining the foot operated starter switch then use the link wire provided in the fitting kit to link the ignition trigger terminal to the M8 B+ stud on our starter (\*5). If you wish to bypass this and fit a starter switch or button then wire this to the ignition trigger on our starter do not use the link wire provided. You will then need to provide a constant 12V power supply from your battery to the M8 B+ stud on our starter.

**\*1**



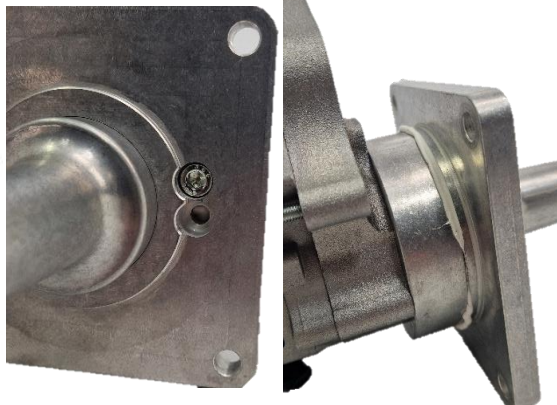
**\*2**



**\*3**



**\*4**



**\*5**

