

17 Aug 2019

## **Dolomite 1850 / Sprint starter motor relay mod;**

### Concept :

The slant 4 starter motor circuit was always a bit "iffy" i.e. the design is marginal as B.L. removed the started solenoid external relay . The MGB has an identical 2M100 starter motor but has always retained the relay. The problem is that with the relay removed the current needed to operate the starter solenoid has to travel from the battery +12V (brown wire) and goes to the ignition / starter key-switch, with the live 12V then becoming a red/white wire to the solenoid. The total resistance in this circuit over time gives the standard *click-er-click-er-click* syndrome. Re-instating the external relay will cure this problem in most cases.

The circuit here is fused for safety with a 70A Mega-fuse in case the starter solenoid itself is faulty. The fuse will blow if the solenoid is short circuit.

- Remove the red/white wire from the starter solenoid and connect it to the 4 foot red/white wire on the relay wiring.
- Where the red/white wire was originally now connect the thick red 4 foot wire.
- Connect the black wire to a good earth point. ( Suspension turret nut )
- Connect the thick red wire on the Mega-fuse to the battery +12 V under the brass nut.

[https://www.amazon.co.uk/Automotive-Wire-Cable-length-choice/dp/B00JBE00AG/ref=sr\\_1\\_16?ie=UTF8&qid=1470864378&sr=8-16&keywords=2.5mm+automotive+cable+red%2Fwhite](https://www.amazon.co.uk/Automotive-Wire-Cable-length-choice/dp/B00JBE00AG/ref=sr_1_16?ie=UTF8&qid=1470864378&sr=8-16&keywords=2.5mm+automotive+cable+red%2Fwhite)

[https://www.amazon.co.uk/s/ref=nb\\_sb\\_noss?url=search-alias%3Daps&field-keywords=9.5mm+yellow+push+on+spade+connector](https://www.amazon.co.uk/s/ref=nb_sb_noss?url=search-alias%3Daps&field-keywords=9.5mm+yellow+push+on+spade+connector)

<http://uk.rs-online.com/web/p/non-latching-relays/8113097/>