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Start-up engine components - The engine's starting system is a system that has the function of a crank engine for the first time. The principle of the start engine is to rotate the crank shaft of the engine through the flywheel using the electric motor of the circuit. The result is a rotating handle and the engine cycle can be run to work continuously. In this article we learn all about the parts of the start engine and their function. Check out the article below. [img by jr supplies.co.uk](#)

1. Solenoid starter First component you can see on the part that looks like a small tubular part on the main engine. This component is called a solenoid starter because it contains two solenoid. The main function of the Solenoid starter is to push the drive fastening gear and give voltage to the main engine. There are two solenoids in this component, namely: Pull in the coil, this component works to push the piston to push the drive pinion gear. Keep in the coil, is a similar component located before pulling in the coil. Its function is to withstand the motion pull in the coil and connect the current of the battery to the main engine. The shape of the solenoid is similar to the coil, where the iron core is placed in the middle of the copper coil. But this winding has a large number and the dimensions are also larger in order to move the piston with strong and fast.

2. Solenoid piston piston is at the end of the pull in the coil. Its function is only one that connects the motion to pull in the coil to drive the lever. In other words, this component only acts as a connective rod. However, this piston material is also strong because it will connect the pull in the pull coil that have a strong movement.

3. Solenoid cover is a sally-like cover of the solenoid chain cover, located on the front of the starter. Not only as a cover, but this part is also used as a means of communication between the current from the system to the starter drive. In fact there are 3 parts of the terminal on the starter engine, i.e. a terminal connected to the starting chain of the ignition key. Through this terminal, the start engine gets an active command or not. When Terminal 50 receives current, the solenoid will work and the starter will respond. Terminal 30, a terminal that directly receives electric current from the battery. In other words, an electric current is always available in this terminal when the engine is off or off. Terminal C, the terminal is used to channel the main currents from the solenoid to the starter engine in order to rotate. It will connect the current to Terminal 30 when Terminal 50 becomes current.

4. Field reels We go inside the starter engine, here are a lot of components that you can find. First you can find the reel field. What is a field reel? field coil series of magnetic coils used to generate magnetism around the rotor coil. On the principle of work which requires a magnetic field around the rotor, this component will provide it. But the coil field is not a permanent magnet, a magnet. The coil will generate the magnet only if that there is a current entrance from Terminal 50. This process is commonly called electromagnetic induction. The field coil also consists of several parts, such as Yoke, which is the shelter where the coil is located. In this case, the coil lies inside the yoke. The pole core, is a flat iron core that is used as a place to weld copper to become a coil. This coil is made of conventional copper coils made with a certain direction around the core pole, in the yago there are about 4 to 6 units of pole core interconnected to get a great magnetism.

5. The armature coil is the next component, inside the engine starter, it is commonly referred to as a rotor coil or coil located around the engine shaft. The main function of the rebar coil is also as a magnetic field generator, which will react with a magnetic field coil to cause movement. Shape the coil of the fixture, such as a rotor that is a tubular shape. In general, it is covered with copper, the difference with the field coil, can be found in its dullness and the number of cooper. The armature coil has a large number of windings and the number of cooper is also quite large, so the diameter of the coil is also larger.

6. Commutators [img groschoop.com](#) the next component located on the front of the reel rebar, it is in the form of a segmented copper plate. The switch function is to connect the electric current from the brush to the rebar coil. The segmented shape of the switch prevents the electric current short-circuit, as the switch will be connected directly to the positive and negative currents.

7. Drive lever/ drive shaft We will return to the solenoid, here is a fork-shaped component that serves to move the gear pignon. The lever of the drive works on the principle of leverage, which will bring up the radiance of the gears when the other end is pushed in opposite directions. Who's pushing? It is a function to pull in the coil through the piston. While the other end will make pinion gear pushed out and connected with the flywheel.

8. Brush the next component lies on the main engine. Here are a number of brushes used to connect the electric current from a static conductor to a dynamic conductor. That is, this brush will send an electric current from Terminal 50 to the rebar coil that moves through the switch. In the starter engine, there are usually about 4 or more brushes with two as a positive brush, and the other two as negative brushes. The material of this brush is also made of copper, but softer to keep the switch from wearing. But, the blow of the brush is getting faster and wear out. If that happens, the starter will be hard to run.

9. Drive Pinnion Clutch Next component, we will encounter a mechanical clutch that has the function of connecting and disabling the rotation from the starting shaft to the flywheel. Why should the rotation be turned off? that's because the stater engine is unlikely to continue It's working. Thus, in normal condition, the starter will be connected, and when the starting system is turned on, the round starter will be connected by a flywheel. How to work with this clutch, which is using slide gears with a tilt model. this is because there is a overlap clutch component at the end of the Pinion drive. When the starting system is turned on, the lever drive will push this grip, but with an angular slide gear, the pinion drive will move while rotating behind the back of the starter. It is designed for Pinion to be a fast and perfect theme-making connection with flywheel gear. In the type of layer reduction, this component of the connection gets an additional part that is used as a rotary gear reduction, the goal is that the moment on the pinnion gear becomes larger.

10. Drive pinnion gear The next component has the shape of a gear as a whole, which is located at the end of the pinion shaft drive. The function of this fastening equipment is to connect the rotation of the generated electric motor to the crank shaft of the engine through the flywheel. The pinn diameter is quite small compared to the flywheel, so it will increase the gear ratio, making the starter system capable of rotating the high-capacity engine.

11. Motor housing is the last part of the dwelling that has a protective part function and as a place to put different starter components. This dwelling is made of metal consisting of tubular main housing, pinion shelters like Pignon gear and stamped in front of the main dwelling as a starter chassis cover. Thus the full article and clearly about the engine starter parts and their function on cars and motorcycles. Hope can increase our understanding and benefit us all. Updated: May 06, 2020

Starter engine is an electric motor that flips or cranks the engine to start. It consists of a powerful DC (Direct Current) electric motor and a starter solenoid that is attached to the motor (see picture). Starter. Click for a larger photo. In most cars, the starter engine bolted to the engine or powertrain, check out these photos; photo 1. photo 2. See how the starter engine works inside below. The start engine is powered by the car's main 12-volt battery. To turn the engine over, the start engine requires a very high electric current, which means that the battery must have enough power. If the battery is discharged, the light in the car may turn on, but there will not be enough power (current) to turn the start engine. What are the symptoms of a bad start engine: When you start a car with a fully charged battery, there is one click or nothing going on at all. The starter engine doesn't work even if there's 12-volt power at the starter control terminal. Another symptom is when the start engine is running but unable to turn the engine. Often this can cause a loud squeal Car. Of course, this can also be caused by damaged teeth on the ring gear of a flexible plate or flywheel. Starter solenoid starter solenoid. A A The solenoid starter has one small connector for the starter's wire control (white connector pictured) and two large terminals: one for a positive battery cable and the other for a thick wire that powers the starter engine itself (see chart below). The starter solenoid works like a powerful electric relay. When activated, through the control terminal, the solenoid closes the hi-current electrical circuit and sends the battery charge to the starting engine. At the same time, the starter solenoid pushes the starter gear forward to the grid with a flexplate engine gear ring or flywheel. Advertising - Continue reading below the battery cables Starting the simplified chart system. As we mentioned, the starter engine requires a very high electric current to turn the engine over, so it is connected to the battery by thick (large calibration) cables (see chart). The negative (ground) cable connects the negative - battery terminal with engine cylinder unit, or transmission, close to the starter. The positive cable connects the positive battery terminal I with the starting salt. Often a poor connection on one of the battery cables can cause the starter engine not to start. How the start system works: When you turn the ignition key into a START position or press the START button, if the transmission is in the park or neutral, the battery voltage passes through the starter control circuit and activates the starter solenoid. The starter solenoid nourishes the starting engine. At the same time, the starter solenoid pushes the starter gear forward to mesh it with a flywheel engine (flexible in the automatic gearbox). The flywheel is attached to the crank shaft of the engine. The start engine rotates, flipping the crank shaft of the engine, allowing the engine to earn. In cars with the push of the start button, the system disables the starter as soon as the engine starts to work. Neutral Security Switch Automatic Transmission Range Switch. For safety reasons, the start engine can only be operated with an automatic transmission in the park or a neutral position; or if the car has a manual gearbox when the clutch pedal is suppressed. In cars with a manual transmission, the clutch pedal completes the starting motor circuit when pressed. In cars with automatic transmission, the transmission range switch allows the starter to operate only when the transmission is in the park or neutral. The operation of the transmission range switch is to tell the vehicle's computer (PCM) in which transmission the transmission is located. If your car has a transmission indicator on the dash, you may be able to see when the transmission range indicator is down. The most common problem is when you shift gear to the park and the letter P does not show on the dash. This means that the car computer (PCM) does not know what is in the Park and will not allow the starter to work. The symptom of this problem is when the vehicle starts in neutral but does not start in the Park. Park. the problem is often caused by a corroded or removed cable or cable lever (see photo). Rust on restricts the movement of the cable and prevents the switch from working properly. The solution is to lubricate the point of the cable connection and, if necessary, replace the rusty parts. You may also need to adjust the position of switching the transmission range. The problems of the Start System Starting System are common, and not all of them are caused by a faulty engine starter. To find the cause of the problem, the start-up system must be properly tested. If when you're trying to earn a car, you hear that starter cranks as usual, but the car doesn't start, then the problem is most likely not with the starting system - read our car without starting troubleshooting guide for tips on how to find a problem. Here are a few common problems with the start-up system: Corroded dough terminal Good Battery connection is very often to fail. Sometimes one of the electrical components that is left on or has a defect causing a parasitic current draw depletes the battery. Sometimes, an old battery may just die one day, without warning. In any case, if the battery has little charge, it will not have enough power for the start engine to flip the engine. If the battery charge is low, you can hear one click or re-tap when you try to start the engine, or the starter may slowly roll over and stop. Poor connection at cable terminals can cause the starter not to work or run very slowly too. Often battery terminals or ground cable connections have rusted causing starter problems (see photo above). The corrosion starter of the solenoid control terminal sometimes the terminal control starter gets corrosion (pictured) or the starter control wire gets loose or disconnected from the terminal causing the starter to not work. For example, this corroded start control terminal was the cause of the no-start, without the crank state in the Mazda 3. We only noticed this after the control wire connector was disconnected. Cleaning the terminal and replacing the connector solved the problem. The other part that often fails is the starter engine itself. Sometimes the carbon brushes or some other parts inside the engine starter wear out and the starter engine stops working. For example, a failed start-up engine has been found in some Toyota Corolla and Matrix models. Even with a good battery, the starter will press, but not roll over. If the start engine is faulty, it will have to be replaced, which can cost from \$250 to \$650. Restoring the starter engine is usually cheaper, but takes longer. Sometimes the starter gear for some reason will not mesh properly with the flywheel engine. This can lead to very loud metal resurfacing or screeching sound when trying to start a car. In this case, the flywheel gears should be checked for damaged teeth. The ignition switch also often fails. The contact points inside the ignition switch wear out, so when you turn the ignition switch to Start Start No electric current passes through the starter control circuit to activate the solenoid starter. If wiggle the key in the ignition helps to earn the car, it is possible that the ignition switch is defective. A neutral security switch can also fail or break out of regulation. For example, if a car starts in Neutral but does not start in the Park, the neutral safety switch must be checked first. As the starter system is checked, the technician checks the battery condition with the tester's battery when the starter engine is down, first the battery condition, battery terminals and battery cables must be checked. One of the symptoms of a weak battery is when the dash lights dim when the key is turned on in the START position. The next step usually involves testing the starter chain control chain. Your mechanics can start by measuring battery voltage at the start terminal with a key in the START position. If there is no voltage, the problem is most likely in the starter control chain (ignition switch, relay starter, neutral safety switch, control wire). If the starting salt terminal is powered by a key battery in the START position, the start-up engine itself may be bad. The start terminal of solenoid control must also be checked for proper connection. How does the start engine work inside? The starter engine inside the starter engine usually has four winding fields (field coils) attached to the starter engine shelter from the inside. The armature (rotating part) is connected through carbon brushes in a series with field coils. At the front end of the fixture, there is a small gear that is attached to the fixture through the overspending clutch. How does the start engine work? When the driver turns the key or presses the Start button, the solenoid winding is energized. The salt-shaped piston moves in the direction of the arrow and closes the solenoid contacts. This connects the battery charge with the starting engine (field coils and rebar). At the same time, the piston pushes the starter forward through the lever. The gear is then turned on with the bender roundabout and flips it over. The bend is attached to the crank shaft of the engine. Most of the initial problems are caused by worn or burnt solenoid contacts, worn brushes and switch and worn rebar bushes. The symptom of worn-out solenoid contact is when the solenoid clicks, but the start engine does not work. When the starting brushes are worn out, the start engine does not make any noise. When the front and rear rebar fittings wear out, the fixture rubs against the shoes of the field causing the starter engine to run slowly and loudly. Many modern starter engines have small ball bearings instead of bushes. If you want to restore the starter engine, the starter engine will restore kits that include the common parts of the wear sold in Online. Online.

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