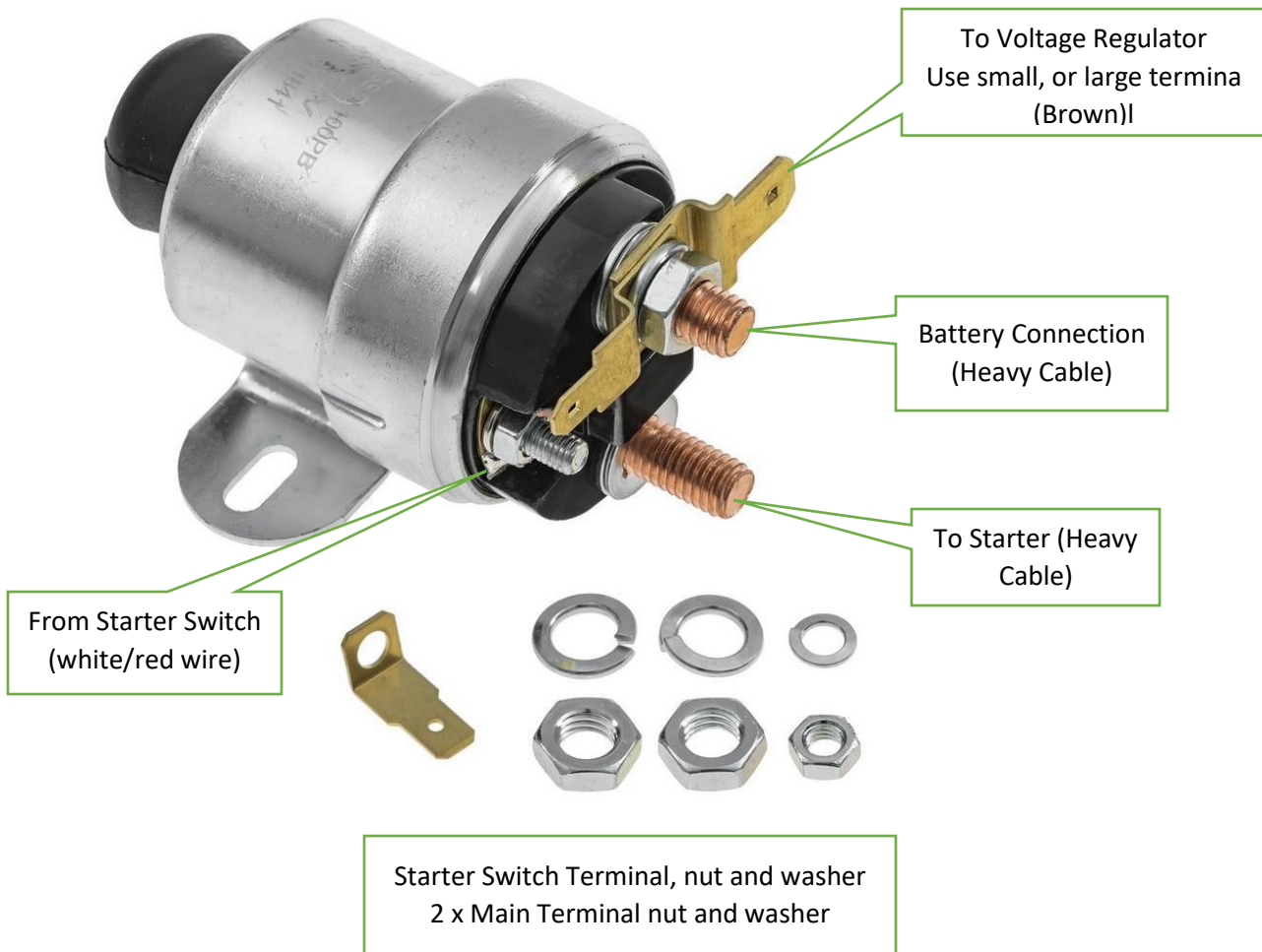


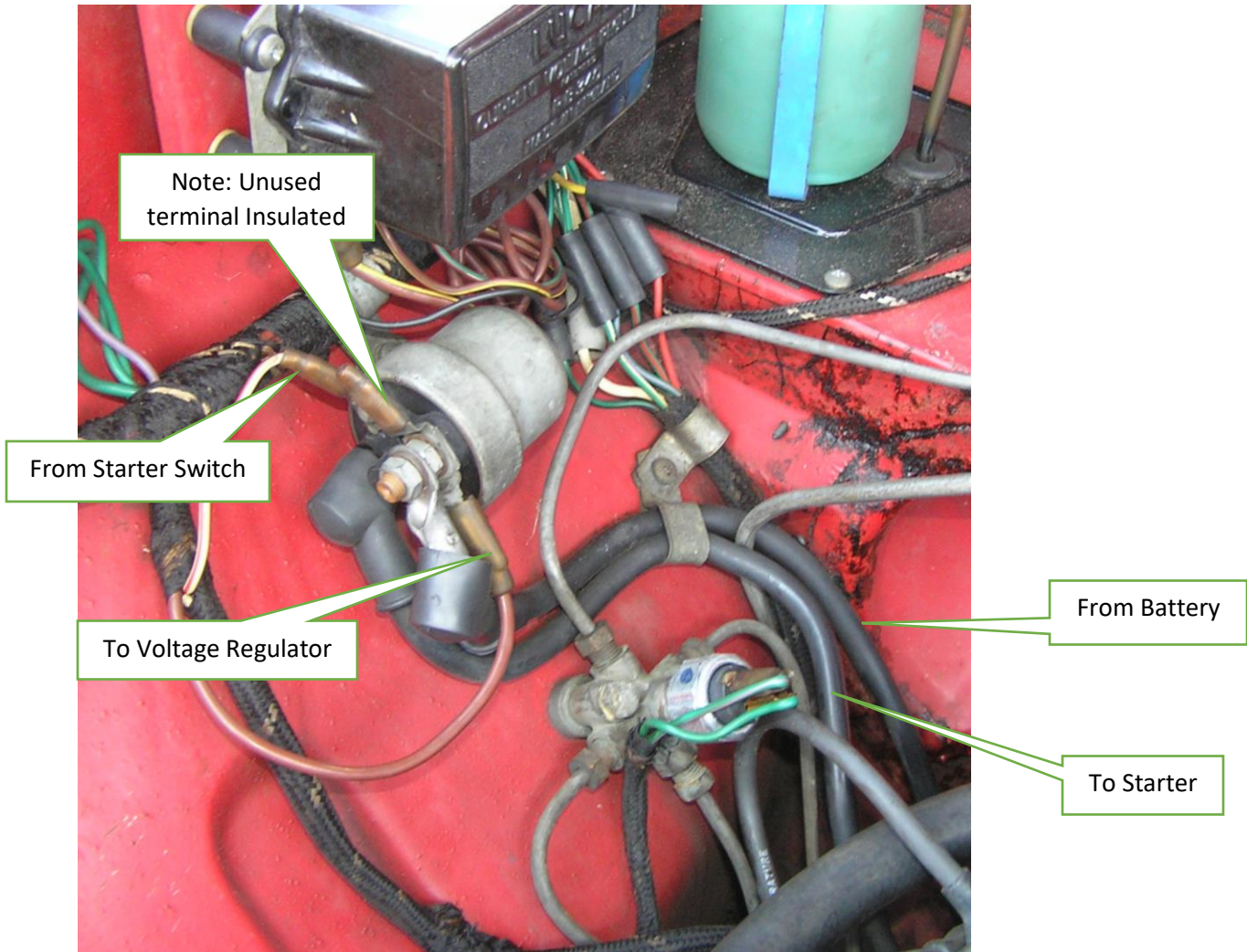
546-020 (BCA4501) Push Button Starter Solenoid

Lucas 76464



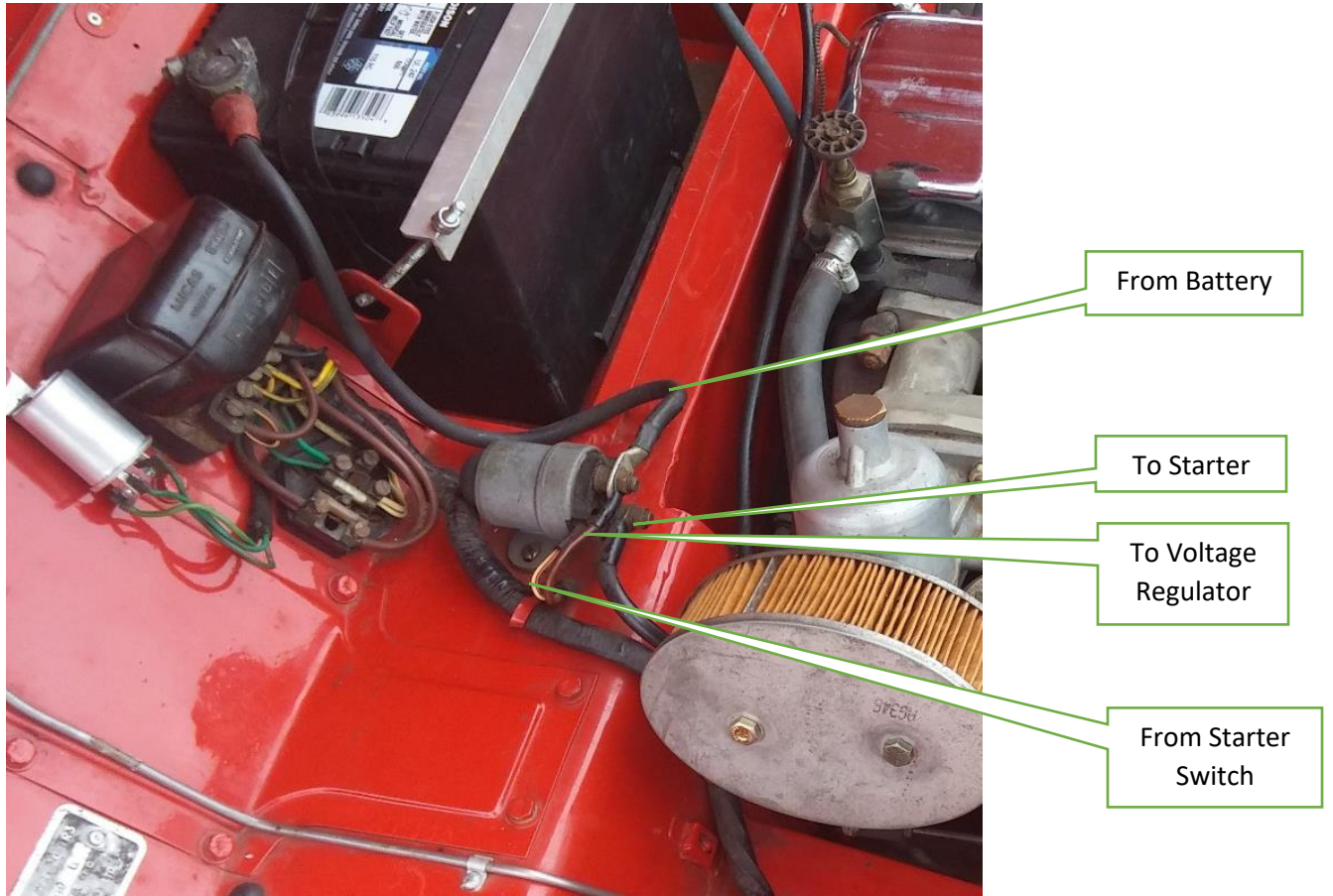
Note: The Solenoid grounds through the case, so must be securely bolted to the chassis.

Typical Installation – 1967 MGB



Note: In this case, the unused small terminal at the battery connection was left in position and an insulated sleeve installed. This terminal may be removed or used to power accessory circuits, such as headlight relays.

Typical Installation – 1960 TR3



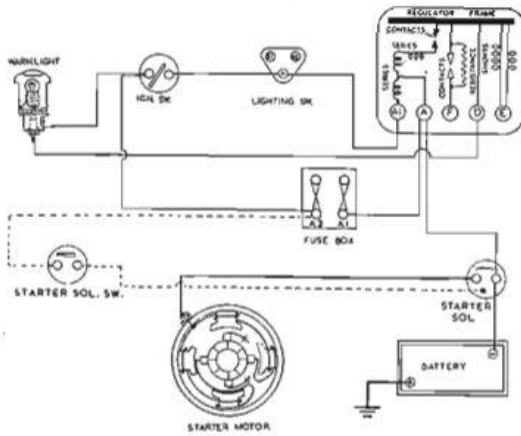
In this case, the Triumph uses ring terminals, so the push on battery terminals were removed.

STARTER SOLENOID SWITCH

The electrically operated switch or solenoid is shown here.

It contains the main starter contacts which are closed magnetically when the relay winding inside the switch is energised — that is when the starter push on the dashboard is pressed.

One end of this winding is connected to the smallest of the three terminals, and the other end to the metal case, which is earthed when the solenoid is bolted to the metalwork of the vehicle.



CIRCUIT FOR SOLENOID OPERATED STARTER

In the normal circuit, the feed to the solenoid operating push is taken effectively from the ignition switch ; A3 on the fuse board being used here only as a junction point. You'll notice there is *no* fuse in circuit. The cable from the negative of the battery is taken direct to one of the main solenoid terminals, the other main terminal being connected to the starter motor. The circuit is again completed via the starter and battery earths.