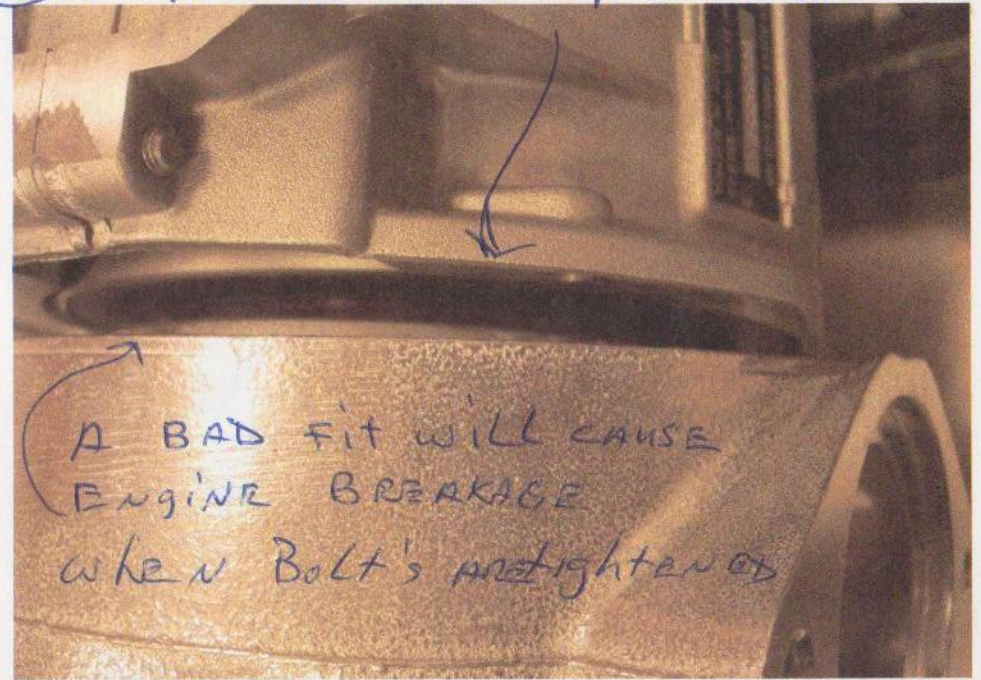
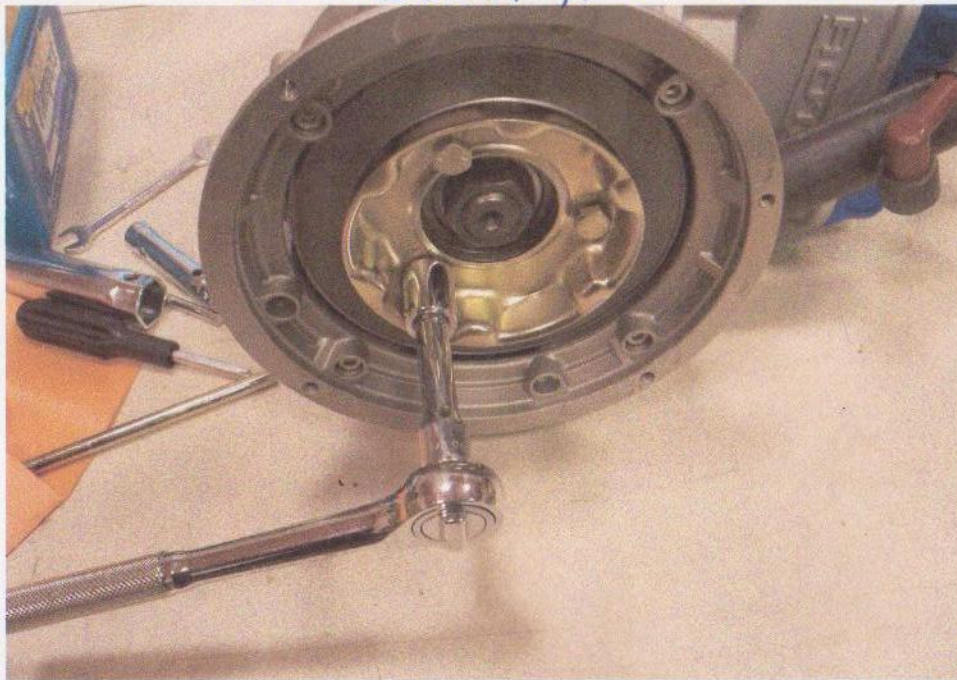
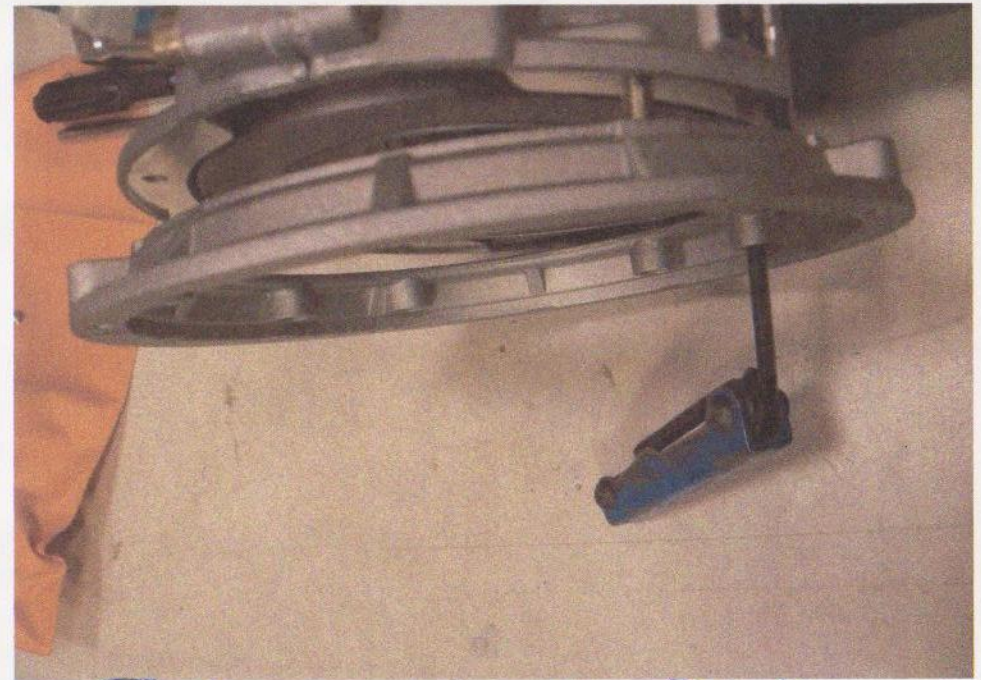
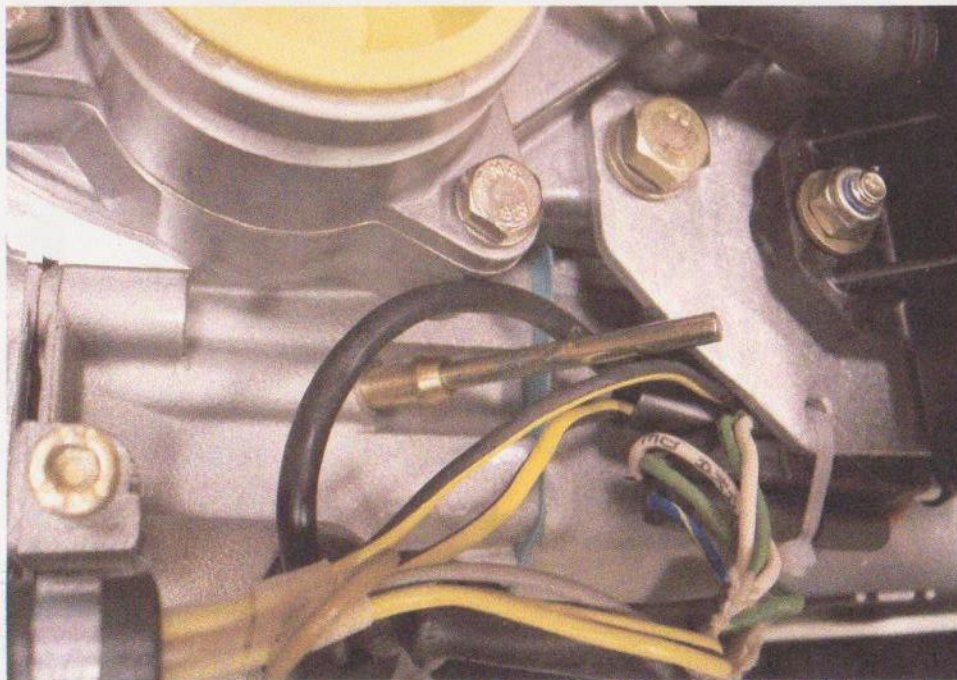


② REMOVE HANDLE UNIT, THEN 3 BOLT'S

!!! BE SURE GPL STARTER HOUSING WILL  
④ FIT INTO MACHINED LIP OF MOTOR



Page 2



① PUT TOOL SUPPLIED WITH ENGINE INTO CASE NECKLE, TURN CRANK UNTIL PIN DROPS INTO NOTCH ON CRANK IF IT WON'T FILE PIN TO FIT

③ REMOVE ADAPTER PLATE



# G.P.L. STARTERS

## WARNING!!!!!!

YOU MUST CHECK THAT THE BOLTS THAT ATTACH THE RING GEAR TO THE RED SPACER *DO NOT PROTRUDE AT ALL!!* (SUCH AS SHOWN IN THE PICTURE). EVEN USIN THE HIGH COLLAR WASHERS G.P.L. SUPPLIES IS NOT ENOUGH HEIGHT.

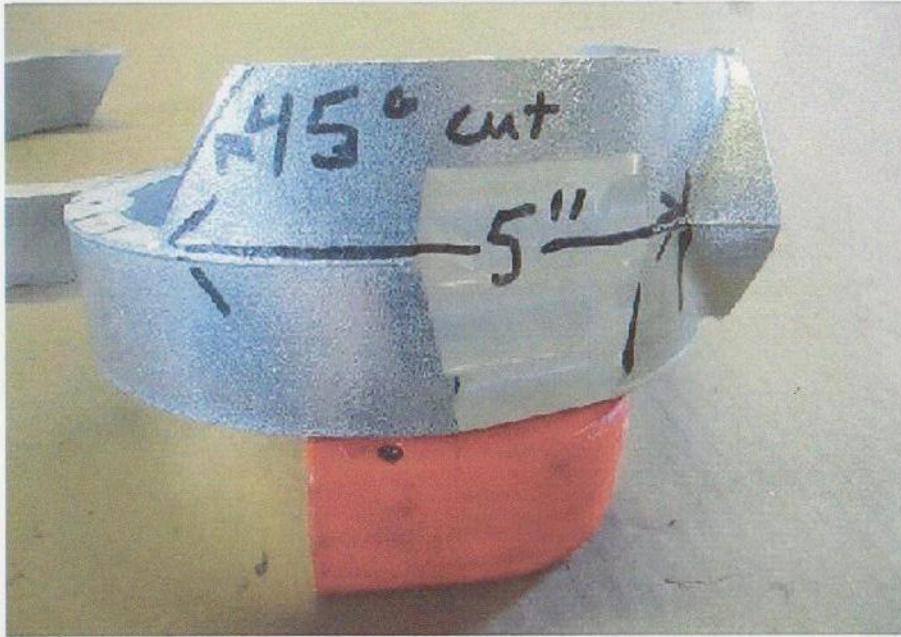
1. Fit the gear ring to the spacer and tighten the bolts. If they even come close to the edge, grind off 2-3 threads. Then, reinsert the bolts to assure a recessed bolt end. Also, I always grind off 2-3 threads of the 8mm bolts that hold the spacer to the engine. Bolts that are too long cause a complete ring gear and spacer failure, and possible severe engine damage).
2. *DO NOT over tighten the 6mm bolts holding the machined housing to the engine. (Too tight can cause breakage of the engine mounting ears).* YOU MAY NEED TO

GRIND the casting Page 3 EDGES TO FIT THE ENGINE LIP



BOLT'S must NOT protrude THROUGH Ring as shown!

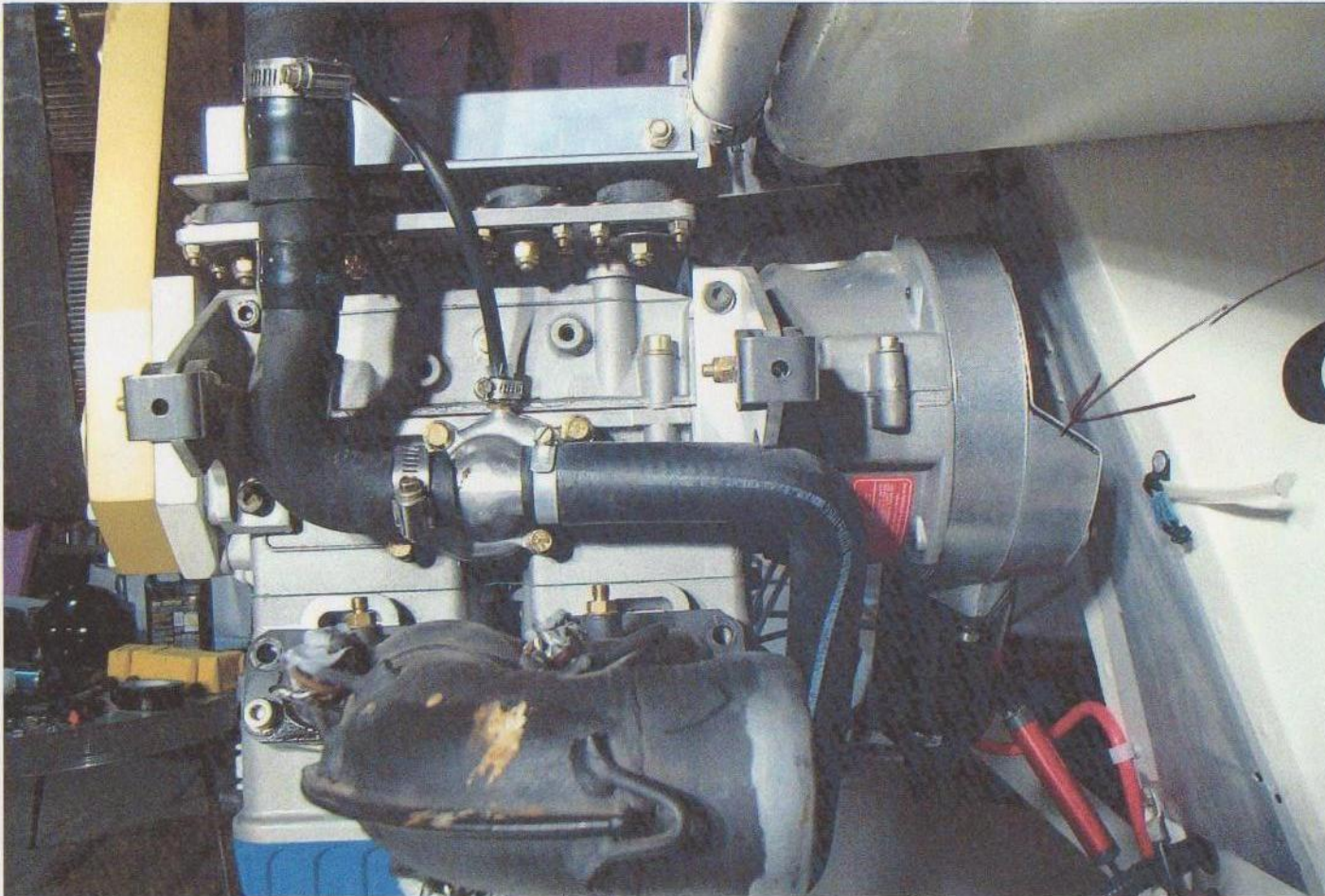
GRIND  
Long  
BOLT'S  
DOWN  
1 or 2  
THREADS





1. Note spacer between engine and lord mount plate.
2. Burp tube on pump nipple with protective sleeve under clamp.

For Dust cover  
Form plate  
to fit GPL  
Housing



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