

W119 Starter Removal

FYI, this is a very do-able job, providing you have some good tools.

Essential is a low-profile 9mm hex-bit on a 1/2"-drive, with a universal joint and at least a 15" extension, and a hefty 1/2"-drive breaker-bar for the two allen head bolts. I use a little high-temp anti-seize paste on the threads during re-assembly.

Also, you should have 13mm & 10mm sockets on a 1/4"-drive with a very low-profile/tiny ratchet for the wiring and heat-shield fasteners.

I sprayed down the entire area with brake cleaner so I have a nice clean area to work in, and minimize debris falling on my face since I'm on my back.

Spray Aero Kroil or other penetrating-oil on all fasteners PRIOR to removal. You will need to remove both the idler arm and starter heat-shield so the penetrant helps.

DISCONNECT the battery ground!

I also coated the heat-shield fasteners with anti-seize, and cleaned up the electrical connectors with a 3M Scotch-brite, followed by a brake-cleaner rinse, and then some DeOxit spray on the fasteners for the wiring.

I did a continuity and resistance check on the harness to the B+ distribution block (behind LH electronics box) and it was all good and less than 0.01 Ohms, just to make sure.

I even tested the new starter/solenoid assembly with a pair of jumper cables and a battery, so no DOA parts.

I did not have enough strength to remove the phillips-head screw for the solenoid wire, so I used a phillips-bit on a 1/4" drive.

Be sure to have the front wheels turned to the LEFT, and remove the right wheel for better accessibility.

The starter will come out from below, so take your time, and note how it came out, to make re-assembly easier. Be sure to reinstall the shims if any on your starter.

Also, do NOT tighten the TOP allen bolt all the way during re-assembly. You want some slack to get the lower allen bolt started, and be sure to support the starter so there is very little pressure on the threads & bolt while hand-tightening them.

I had read in another thread that the 1992 models seemed to have faster sounding starters. I also read that people have been experiencing SLOW cranks.

FWIW, my wife said she had SLOW cranks BEFORE the starter just died.

This starter sounds so FAST and strong!

The starter after 10+ years gets so much heat, it just a matter of time before they die.

IMHO, replace them now.

:-) neil

BTW: Starter comes with solenoid.

I got mine through Randy Steel/European Parts Specialist now AutoPartsguru.com for \$193.

He had a NOS Factory rebuilt one, so I was able to get it at the BOSCH price.

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