



IMPROVE GMC CRANKING ----FOR FREE----

**THE PROBLEM IS THE STARTER DRAWS 300 AMPS WHEN CRANKING
EVERY CONNECTION IS A VOLTAGE DROP**

- * EVERY GMC HAS BEEN RE-WIRED BY OWNERS
- * IF YOU EVER USED THE BOOST SWITCH TO START – YOU NEED THIS
- * THE STARTER CIRCUIT IS SEPARATE FROM THE REST OF THE GMC
- * THINK YOU HAVE A HOT START PROBLEM ?
- * THINK ONLY OF THE STARTER FOR A WHILE

EVERY CONNECTION CAN DROP 3 VOLTS

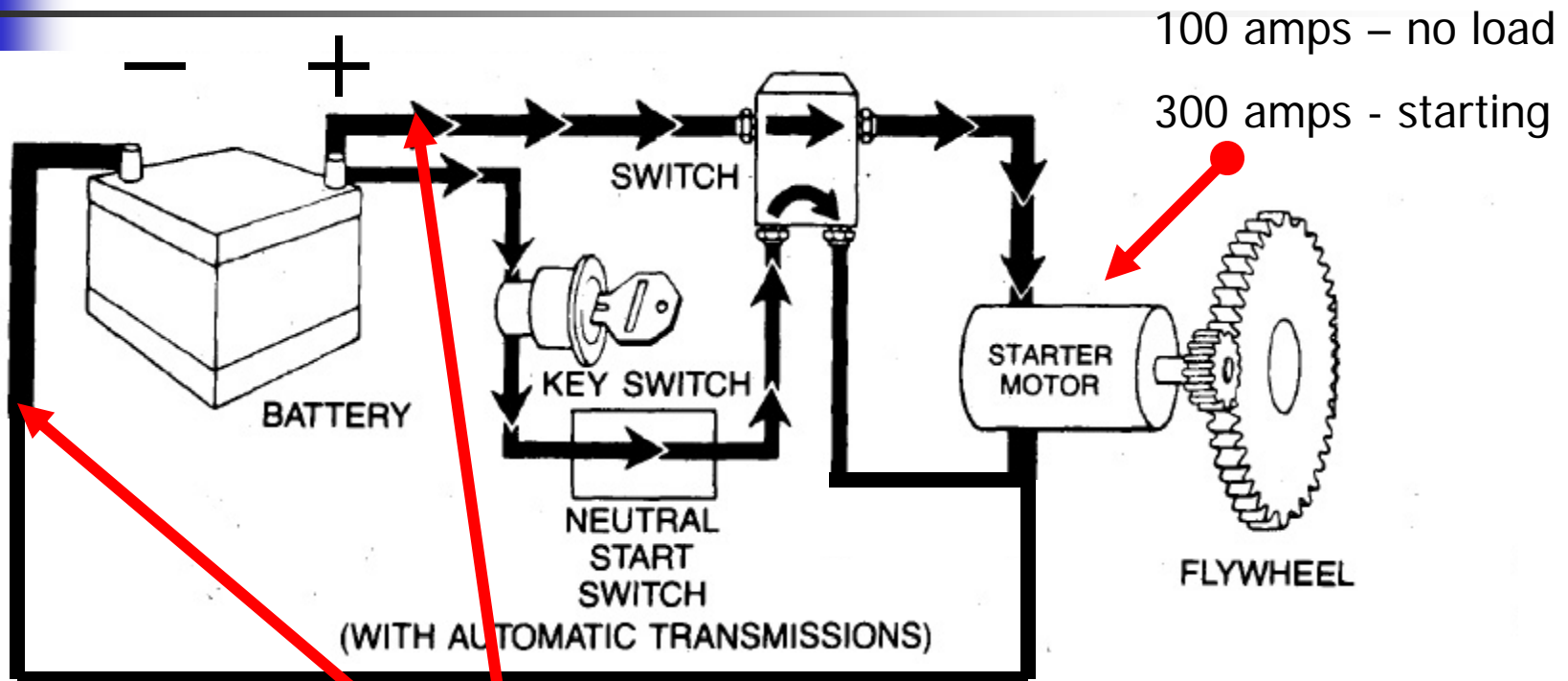


300 amps will
drop 3 volts
each

Engine battery
ground



THE WHOLE GMC STARTER CIRCUIT

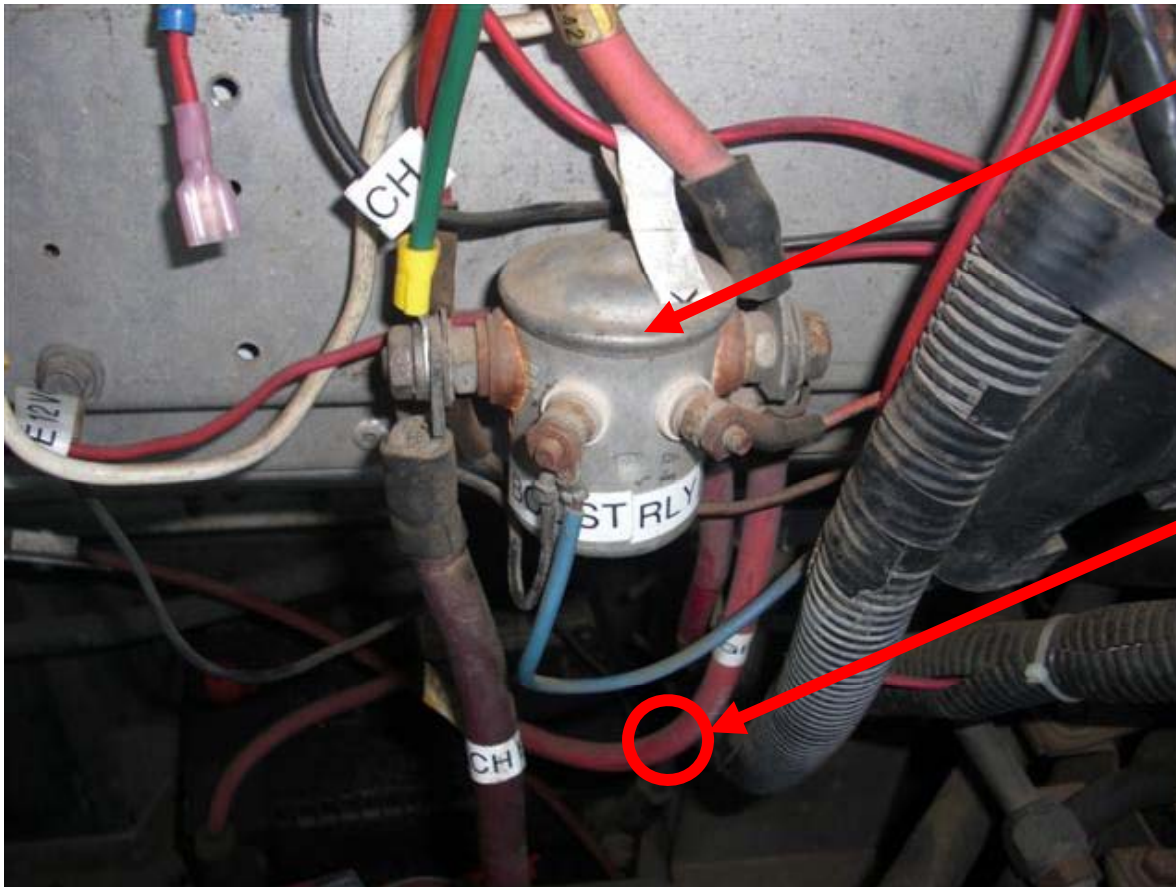


● THE STARTER + SHOULD HOOK HERE

● THE STARTER- SHOULD HOOK HERE

Every connection to the starter (.01 ohms) is a 3 volt drop when starting

STEP ONE – MOVE THE STARTER CABLE

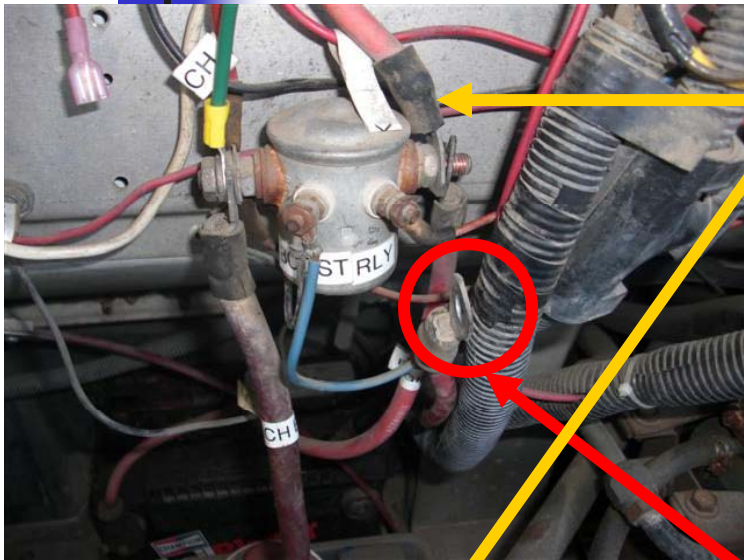


BOOST SWITCH

MOVE THE STARTER
CABLE TO THE POSITIVE
BATTERY POST

THE EASY FIX

POWER THE STARTER



LEAVE BATTERY CABLE TO BOOST SW
THIS POWERS EVERYTHING ELSE



REMOVE STARTER CABLE FROM BOOST
CONNECT TO BATTERY
THIS POWERS THE STARTER

STEP 2---

MOVE GROUND TO ENGINE



MOVE GROUND
TO ENGINE BLOCK

ADD GROUND TO FRAME
(SUGGESTED)

CHANGED BATTERY CONNECTIONS

4 TERMINAL BATTERY



STARTER CABLE

GROUND TO ENGINE

CABLE TO BOOST SWITCH

GROUND TO FRAME (SUGGESTED)

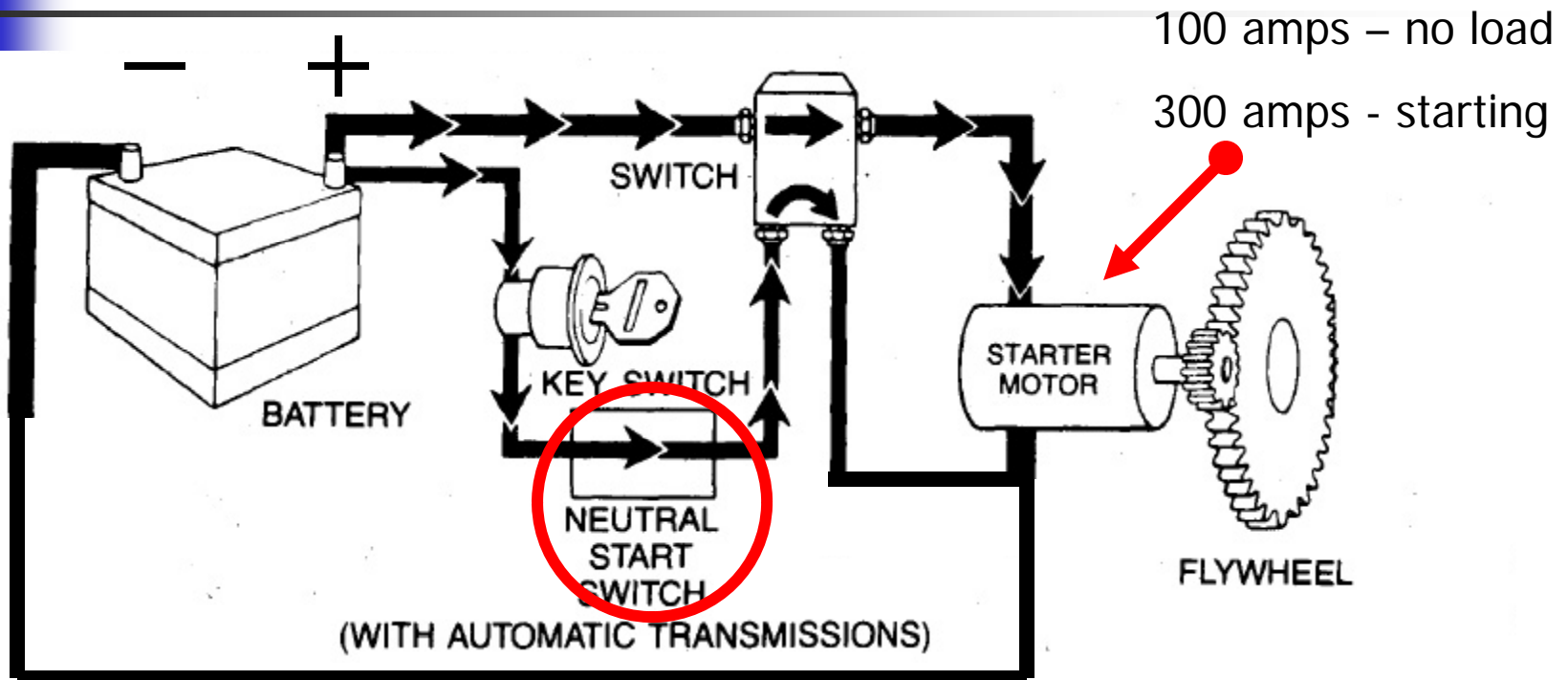


2 TERMINAL BATTERY

USE THESE



THE NEUTRAL START SAFETY SWITCH IS A WEAK LINK



THIS IS THE OTHER FUNCTION THAT CAN SHUT YOU DOWN

Neutral / Start/Safety Switch Issues

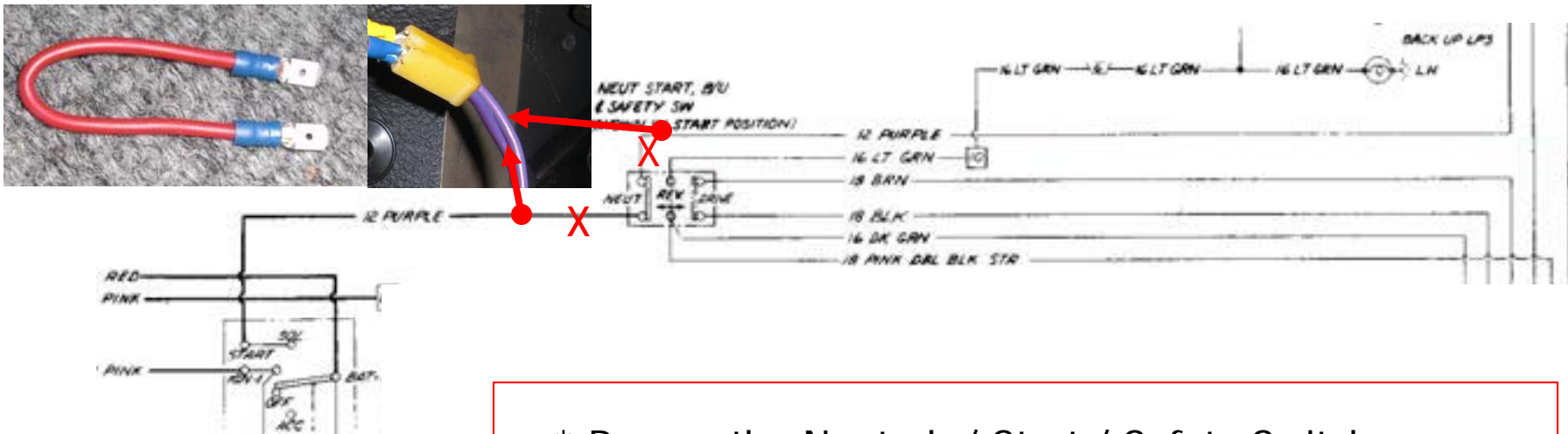
- * My Solenoid is not working
- * My engine died, I was stuck on this steep on ramp
- * I switched tanks and my engine quit at 70 mph.
- * My Key switch will not go to the start position
- * I have to rattle the shift lever to get it to start
- * I stopped, now it won't start



THIS WOULD BE COOL

These are symptoms of problems with the 30 year old, GMC steering column. Most of the problems are with the Neutral/start/safety switch. You can replace the nsss switch, key cylinder, steering column, shift linkage, etc, but in the heat of the moment, you should at least know where these connections are, and, in my case, I put in an EMERGENCY START SWITCH.

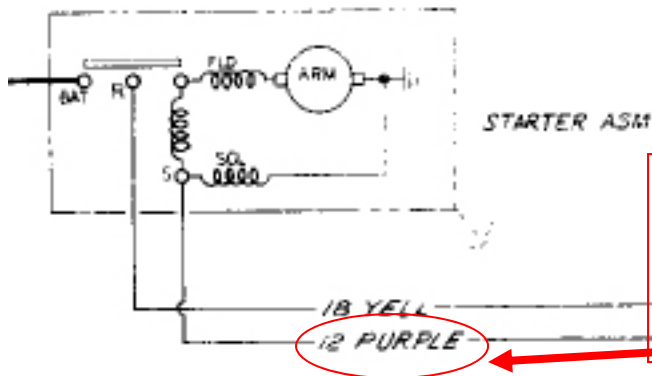
Neutral / Start/Safety Switch Bypass Jumper



- * Bypass the Neutral / Start / Safety Switch
- * Unplug the connector from the NSSS
- * Plug in the jumper
- * Now the NSSS cannot cause a problem

STARTER SOLENOID CONTROL

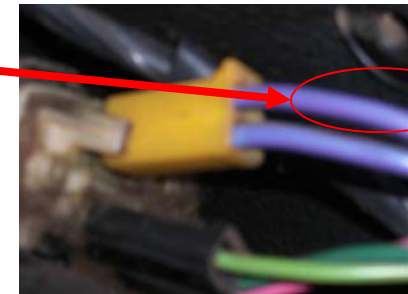
Points Distributor



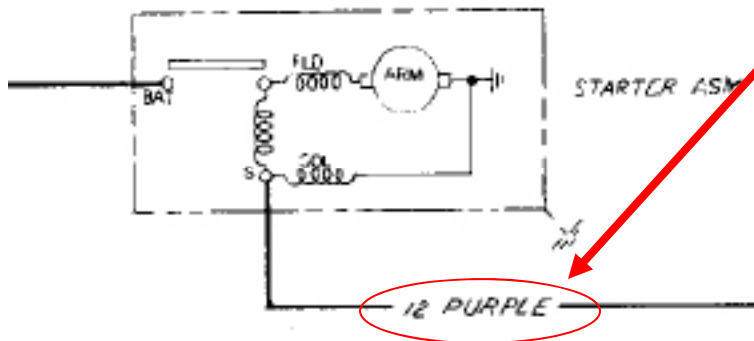
Lower

Steering Column Right

Solenoid power from the Neutral/Start/ Safety Switch



HEI Distributor



Steering Column Left

12 PURPLE

Neutral / Start/Safety Switch REMOTE START SWITCH

