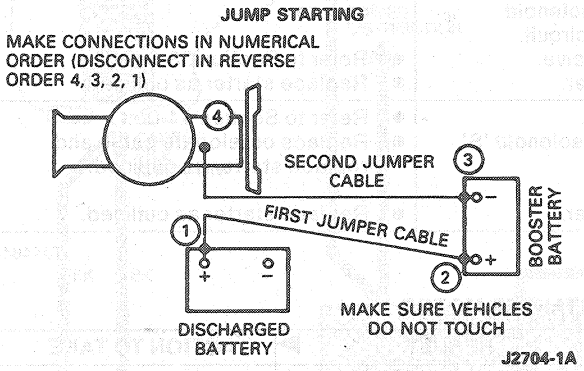
DESCRIPTION AND OPERATION (Continued)

3. Make jumper cable connections.
   - Connect one end of first jumper cable to the battery positive voltage (+) terminal of discharged battery and other end to the battery positive voltage (+) terminal of booster battery.
   - Connect one end of second jumper cable to battery negative voltage (-) terminal of booster battery. Connect other end to an engine bolthead or good metallic contact spot on engine of vehicle to be started, NOT TO BATTERY NEGATIVE VOLTAGE (-) TERMINAL.



WARNING: MAKING THE FINAL CABLE CONNECTION COULD CAUSE AN ELECTRICAL SPARK NEAR THE BATTERY AND COULD CAUSE AN EXPLOSION. REFER TO WARNING AT THE BEGINNING OF THE JUMP STARTING PROCEDURE.

WARNING: WHEN SERVICING THE STARTER OR PERFORMING OTHER UNDERHOOD WORK IN THE VICINITY OF THE STARTER, BE AWARE THAT THE HEAVY GAUGE BATTERY INPUT LEAD AT THE STARTER SOLENOID IS "ELECTRICALLY HOT" AT ALL TIMES.

A PROTECTIVE CAP OR BOOT IS PROVIDED OVER THIS TERMINAL THAT MUST BE REPLACED AFTER SERVICING. BE SURE TO DISCONNECT BATTERY NEGATIVE CABLE BEFORE SERVICING STARTER.

- Make sure jumper cables are not in way of moving engine parts.
- Start engine of vehicle with good battery. Run engine at a moderate speed.
- Start engine of vehicle with discharged battery. Follow starting instructions in the Owner Guide.
- Leave all switches off except heater blower motor. Reduce engine speed to idle on both vehicles to prevent possible damage to vehicle electrical systems.

4. Remove cables in exact REVERSE sequence. Begin by removing cable from engine of vehicle that had discharged battery.

If the starter does not turn the engine over, even with the booster battery attached, refer to Starter System Diagnosis in this Section.

DIAGNOSIS AND TESTING

System Inspection

CAUTION: When disconnecting the plastic hardshell connector at the solenoid "S" terminal, grasp the plastic connector and pull lead off. DO NOT pull separately on lead wire.

WARNING: WHEN SERVICING STARTER OR PERFORMING OTHER UNDERHOOD WORK IN THE VICINITY OF THE STARTER, BE AWARE THAT THE HEAVY GAUGE BATTERY INPUT LEAD AT THE STARTER SOLENOID IS "ELECTRICALLY HOT" AT ALL TIMES.

A PROTECTIVE CAP OR BOOT IS PROVIDED OVER THIS TERMINAL THAT MUST BE REPLACED AFTER SERVICING. BE SURE TO DISCONNECT BATTERY NEGATIVE CABLE BEFORE SERVICING STARTER.

1. Inspect starting system for loose connections.
2. If system does not operate properly, note condition and continue diagnosis using the symptom chart.

   WARNING: WHEN WORKING IN AREA OF THE STARTER, BE CAREFUL TO AVOID TOUCHING HOT EXHAUST COMPONENTS.

STARTER SYSTEM DIAGNOSIS

CONDITION	POSSIBLE SOURCE	ACTION
Starter solenoid does not pull-in and starter does not crank (Audible click may or may not be heard).	• Open fuse. • Low battery. • Open circuit or high resistance in external feed circuit to starter solenoid. • Inoperative starter.	• Check fuse continuity. • Refer to Section 14-00. • Go to Pinpoint Test A. • Replace starter as outlined.