

Correspondence and Receipts...PO Box 552, Grafton, MA 015019

Tec-10 Starter relay troubleshooting guide.

Start with the basics

- Is the engine battery terminals clean and charged? Do a visual inspection, ensure there is no corrosion on the terminals. This can cause intermittent problems and make high current devices such as starters seem broken as they are not getting enough power.. Also check if the battery is low on charge with a multimeter or charger. A fully charged healthy battery should read 12 + volts.
- Is the tec-10 on? Check by pressing a button and watch the screen change. If not, and the battery is hooked up and charged, you may have a broken power wire. Trace the tec-10 12 + power and find the break and replace.
- Is the relays terminals corroded or broken when removed from pigtail socket.
Example of a corroded Relay causing connection issues. If this has happened, the relay needs to be replaced. You may see a similar thing on the battery terminals, if so clean them too.

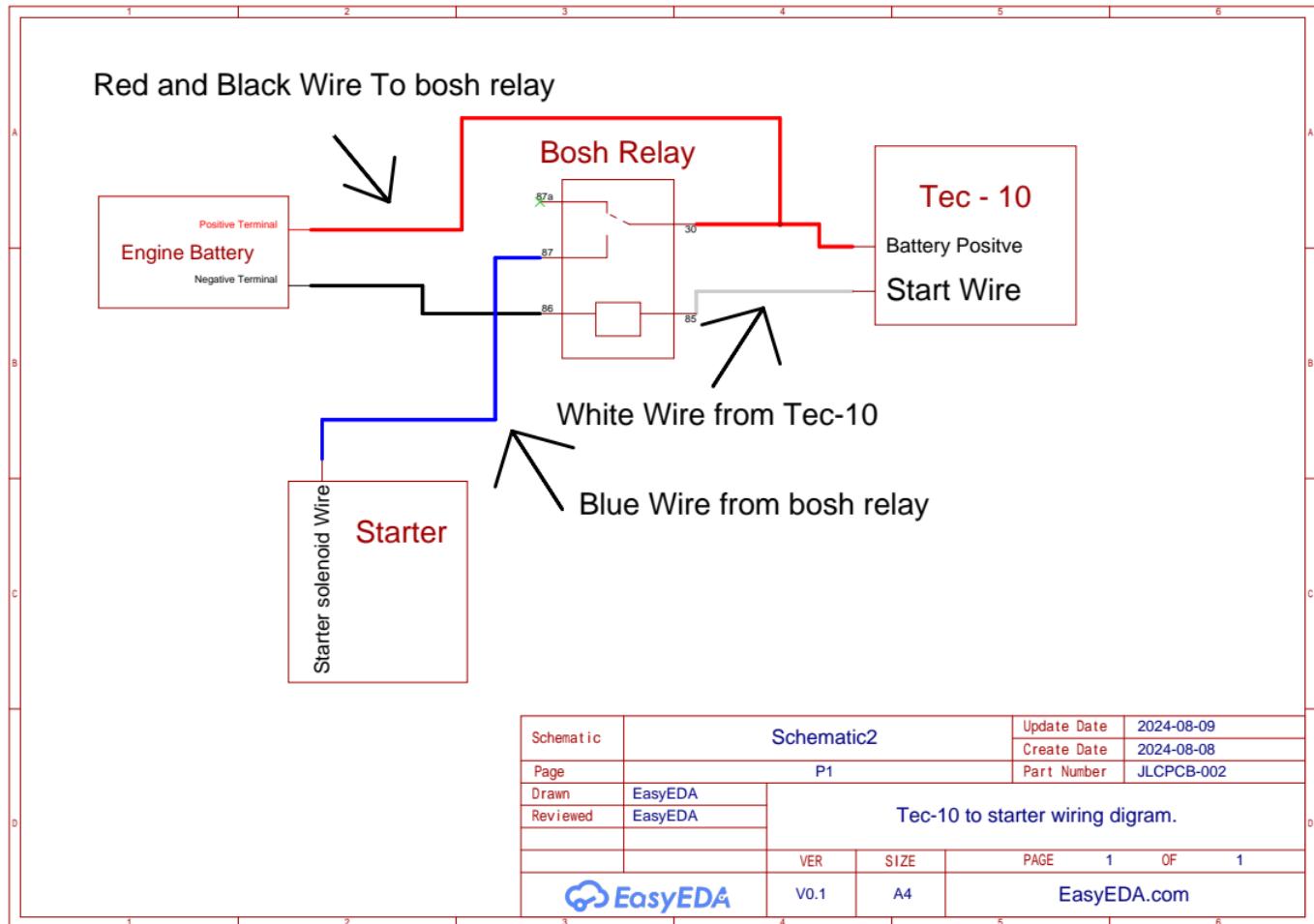
Advanced Troubleshooting.

*These next few steps requires a multimeter and basic understanding of electrical diagrams. If you are not comfortable, **Do not attempt.***

Contact a member at IAS or a friend who can. We are not responsible for accidental damage.



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- **The bosh relay is used to drive the starter solenoid as some solenoids can potentially use more current then the tec-10 can handle.**
- **The white wire from the relay pigtail goes to the tec-10. The black wire is directly connected to battery ground. If you measure from the black wire and white wire when the tec-10 is in crank, you should measure 12+ Volts. If you do not have 12+ volts, there is a likely break in the white and/or black wire that needs to be repaired.**

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- ***The red wire coming off the relay pigtail is directly connected to battery Positive. To test this connection probe the red wire and the black wire on the relay pig tail. You should get 12+ volts. If not there is a break somewhere in the wire and it should be repaired.***
- ***The blue wire goes to the starter solenoid and is connected to the red wire via the tec-10 when power is applied on the white wire. To test the blue wire place one probe on the battery negative and the other on the starter solenoid pin. When the tec-10 is in crank, there should be 12 + volts. If so and the starter isn't cranking your starter is bad. If there is no voltage, there is a break in the blue wire between the relay and starter solenoid.***