



INSTALLATION AND MAINTENANCE MANUAL

AUSTART ATS64-2 TURBINE STARTER



K.H. EQUIPMENT PTY. LTD.

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NOTICE

THIS MANUAL CONTAINS IMPORTANT SAFETY INFORMATION. IT IS IMPORTANT THAT THE ENTIRE CONTENTS BE STUDIED BEFORE INSTALLATION AND OPERATION. IT ONLY REFLECTS GENERIC INFORMATION RELATING TO A STANDARD AUSTART ATS64 TURBINE STARTER. VARIOUS OTHER OPTIONS ARE AVAILABLE TO MEET SPECIFIC APPLICATION REQUIREMENTS.

FOREWORD

This manual contains instructions for the installation, maintenance and operation of your new ATS64 AUSTART Air Starter motor. It has been designed to provide you with safe and reliable service. However, it is both a pressure vessel and a piece of rotating machinery. Therefore operators and maintenance personnel must exercise good judgement and appropriate safety practices to avoid damage to the equipment and prevent personal injury. The instructions in this manual are intended for personnel with a general training in the operation and maintenance of air starter equipment. It should be understood that the information contained in this manual does not relieve the operating and maintenance personnel of the responsibility for exercising good normal judgement in the operation and care of air starter equipment and their associated systems.

Throughout this manual you will encounter the words: 'WARNING', 'CAUTION' and 'NOTICE'. These paragraphs are intended to emphasise certain areas where personnel safety and satisfactory starter operation may be compromised should the message be ignored. The definitions of these words are as follows:-



An operating procedure, practice, etc. that if not strictly observed could result in personal injury.

CAUTION

An operating procedure, condition, etc. that if not followed, could result in damage to, or the destruction of equipment.

NOTICE

An operating procedure, condition, etc. that is essential to highlight and observe.

It is advisable that a safety program be established to address the safety issues detailed within this manual before installing, operating or maintaining this equipment. It is important such a program covers the hazards associated with compressed air.



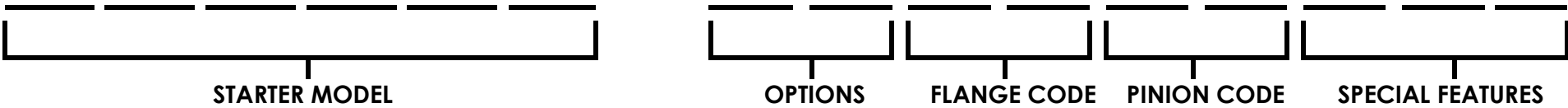
Do not install this starter other than in accordance with the instructions detailed in this manual.

These instructions should be read completely before beginning installation and should be available to personnel responsible for operating and maintaining this equipment. The unit is capable of trouble free operation when properly applied, installed and maintained.

Extra copies of this manual are available from your local AUSTART Air Starter distributor or the factory.

This manual is designed to cover all situations normally experienced when installing, operating and maintaining this equipment. In the event situations are encountered that are not covered by this manual, consult your AUSTART agent or K.H. Equipment Pty Ltd direct.

AUSTART PRODUCT NUMBERING



MODEL PREFIX CODES:	AS AUSTART VANE STARTER
	ATS AUSTART TURBINE STARTER

AS50	Austart Air Starter	2	Series 2	01	SAE 1	09	9TH 3MOD R	B	BCB (Beryllium Copper Bronze Pinion)
ATS53	Austart Turbine Starter	R	Reduced Flow	02	SAE 2	10	10TH 8/10 R	E	Threaded Exhaust 1.5"
ATS54	(ATS53 OH) Austart Turbine Starter			03	SAE 3	11	11TH 6/8 R	F	Threaded Exhaust 2" Bolt On
AS55	(AS50 OH) Austart Air Starter			04	SAE 4	12	12TH 8/10 R	G	Threaded Exhaust 2"
AS61	Austart Air Starter					13	12TH 8/10 L	H	Highway Special
ATS63	Austart Turbine Starter			Other options		14	11TH 6/8 L	I	Inertia Drive
ATS64	(ATS63 OH) Austart Turbine Starter			available		15	10TH 8/10 L	J	Threaded Exhaust Elbow 2"
AS66	Austart Air Starter					16	9TH 3MOD L	K	Kelly Spinner Muffler
AS67	Austart Air Starter							M	Mining Spec.(Cast Iron)
AS68	(AS6070) Austart Air Starter					Other options		N	Short Nose (Inertia ATS77)
AS69	(AS67OH) Austart Air Starter					available		P	Motor Ports 90°
AS70	Austart Air Starter							R	Reduced Muffler
ATS71	Austart Turbine Starter							S	Short Muffler
ATS73	Austart Turbine Starter							T	Threaded Exhaust 3"
ATS77	Austart Turbine Starter							U	U Configuration
AS75	(AS70 OH) Austart Air Starter							V	Value Muffler (ATS77)
AS78	(AS7080) Austart Air Starter							W	Gear Ratio
AS80	Austart Air Starter							X	Special – Refer Factory
ATS83	Austart Turbine Starter								
ATS84	(ATS83 OH) Austart Turbine Starter								
AS85	(AS80 OH) Austart Air Starter								
AS90	Austart Air Starter								
ATS93	Austart Turbine Starter								
ATS94	(ATS93 OH) Austart Turbine Starter								
AS95	(AS90 OH) Austart Air Starter								
AS100	Austart Air Starter								
ATS103	Austart Turbine Starter								
ATS183	Austart Turbine Starter								

EXAMPLES OF BASIC STARTER PRODUCT NUMBERING

ATS63-0110M	PERKINS 1006	SAE1	10TH	MINING SPEC
ATS63-0409M	MWM D916-6	SAE4	9TH	MINING SPEC
ATS73-0311	CUMMINS N14	SAE3	11TH	
ATS73-0314	CUMMINS N14	SAE3	11TH	LH
ATS73-0311I	DETROIT 12V71	SAE3	11TH	INERTIA DRIVE
ATS73-0314I	DETROIT 12V71	SAE3	11TH	INERTIA DRIVE LH
ATS73-0312M	CATERPILLAR 3306	SAE3	12TH	MINING SPEC
ATS83-0311IT	WAUKESHA 7072SAE3	11TH	INERTIA	THREADED EXHAUST

INSTALLATION AND PREPARATION FOR OPERATION



- Maximum pressure for AUSTART starting equipment is 150psi (standard operating pressure is 100psi).
- Ensure air supply is isolated before installation, removal, maintenance or adjustment of your AUSTART starter.
- Before any starter is taken out of service first bleed the air receiver of air and any moisture that may have accumulated by opening up the drain valve. Do not bleed by removing the receiver plugs.
- Remove air hoses to ensure complete safety once the air supply has been isolated and the receiver has been bled.
- The air receiver must be manufactured to an applicable pressure vessel code such as AS1210 or similar.
- Only use air hoses and fittings that are of adequate size as indicated in the installation schematic (page 6).
- Always carry out a pressure test on the complete starting system according to Clause 8 on Page 5 before beginning operation. Do not begin operations until satisfied the unit has been installed correctly.
- Do not initiate a start until all components have stopped rotating, this includes the engine and starter motor.
- Always use recommended lubricants where prescribed by this manual. Under no circumstances use flammable or volatile liquids.
- Ensure all fasteners are torqued to the values prescribed in this manual. Use thread sealant where indicated.
- To ensure warranty provisions are not invalidated use only genuine AUSTART replacement parts. Non-genuine parts may cause service and performance problems and may affect the safe operation of your starter.

PRELIMINARY INSTALLATION REQUIREMENTS

Numbers in brackets refer to items numbers on Exploded View drawing on page 8.

1. Your AUSTART Starter is flange mounted. Before installing the starter carefully study the mating position of the AUSTART starter and engine flanges to determine whether the air inlet port orientation or nose housing (40) geometry will suit your particular installation. If not suitable re-orientate as follows -
 - Carefully loosen the band clamp (8) but do not remove. The two housings can now be rotated relating to each other without separation.
 - Re-orientate the housings to the desired position and torque the band clamp (8) to 4 ft lb (6Nm).
2. Ensure pinion is suitable for engine application ie. correct pitch, diameter and number of teeth.
3. Check flange to ring gear (FRG) spacing is correct and that flange spacers are not required. Pinion should be FRG less 1/8" (3mm) when at rest.
4. Check AUSTART starter clears all obstacles and the flange mounts to flywheel housing squarely without using undue force.
5. Ensure the hoses, fittings and starter ports are clean and free from dirt and foreign objects. Ensure they remain so during installation.
6. For optimum AUSTART starter performance, ensure air supply pipes or hoses have an internal diameter of at least 3/4"(19mm) refer Installation Schematic on page 6. In the event line, length must be longer than 15ft (5m) a size of 1"(25mm) should be used. Keep the number of fittings and the length of piping to a minimum. Avoid the use of reducing bushes and other fittings that could impede air flow.

INSTALLING THE STARTER AND PIPEWORK

Refer to the Starter Installation Schematic drawing on page 6.

1. The air supply line should ideally exit from the top or side of the air receiver.

CAUTION

Do not connect air supply line to the bottom of the air receiver. Moisture and system contaminants collect at the receiver bottom and can damage the AUSTART starter internals if allowed to pass through. Periodically drain moisture from the air receiver using a drain valve connected at the receiver bottom.

2. Install a 100 mesh 'Y' strainer. A 'Y' strainer installed before the relay valve will provide protection to the valve and AUSTART starter from contaminants that may have accumulated in the air receiver. Fitting of an inline 'Y' strainer (as described above) is also required to ensure the AUSTART starter is covered by our product warranty.

NOTICE

Ensure the inlet side of the 'Y' strainer faces the receiver ie. the direction arrow points away from the receiver.

3. Install AR1000M relay valve directly onto the air starter motor inlet port with the two screws provided. Ensure to also fit the sealing o'ring provided. An optional adaptor flange is available for remote mounting if required.

NOTICE

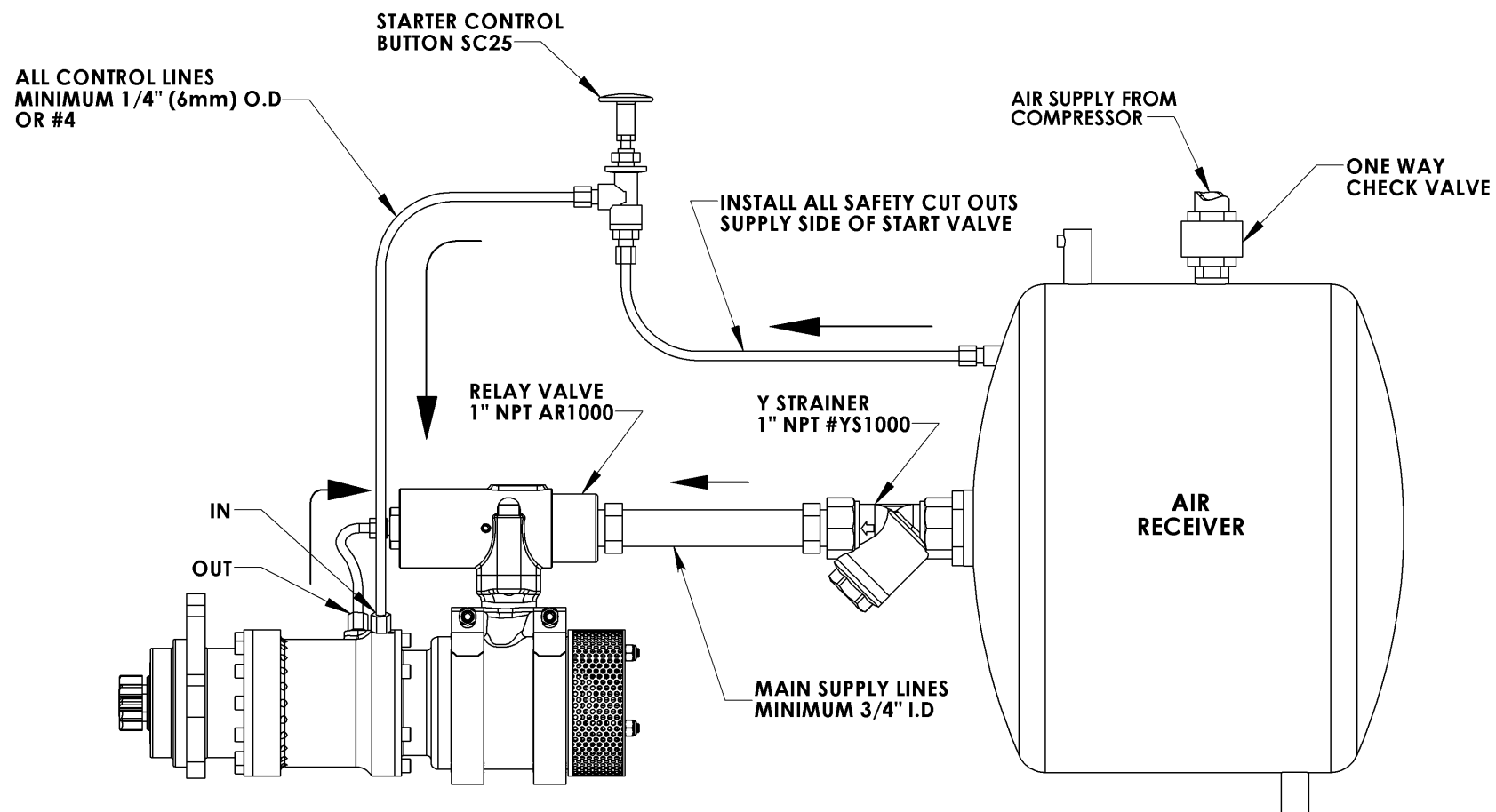
Ensure the inlet side of the relay valve connects to the exit side of the 'Y' strainer.

4. Mount the starter control button SC25 onto the vehicle dash-board or appropriate control panel and connect to the air receiver using a minimum of 1/4" (6mm) line.

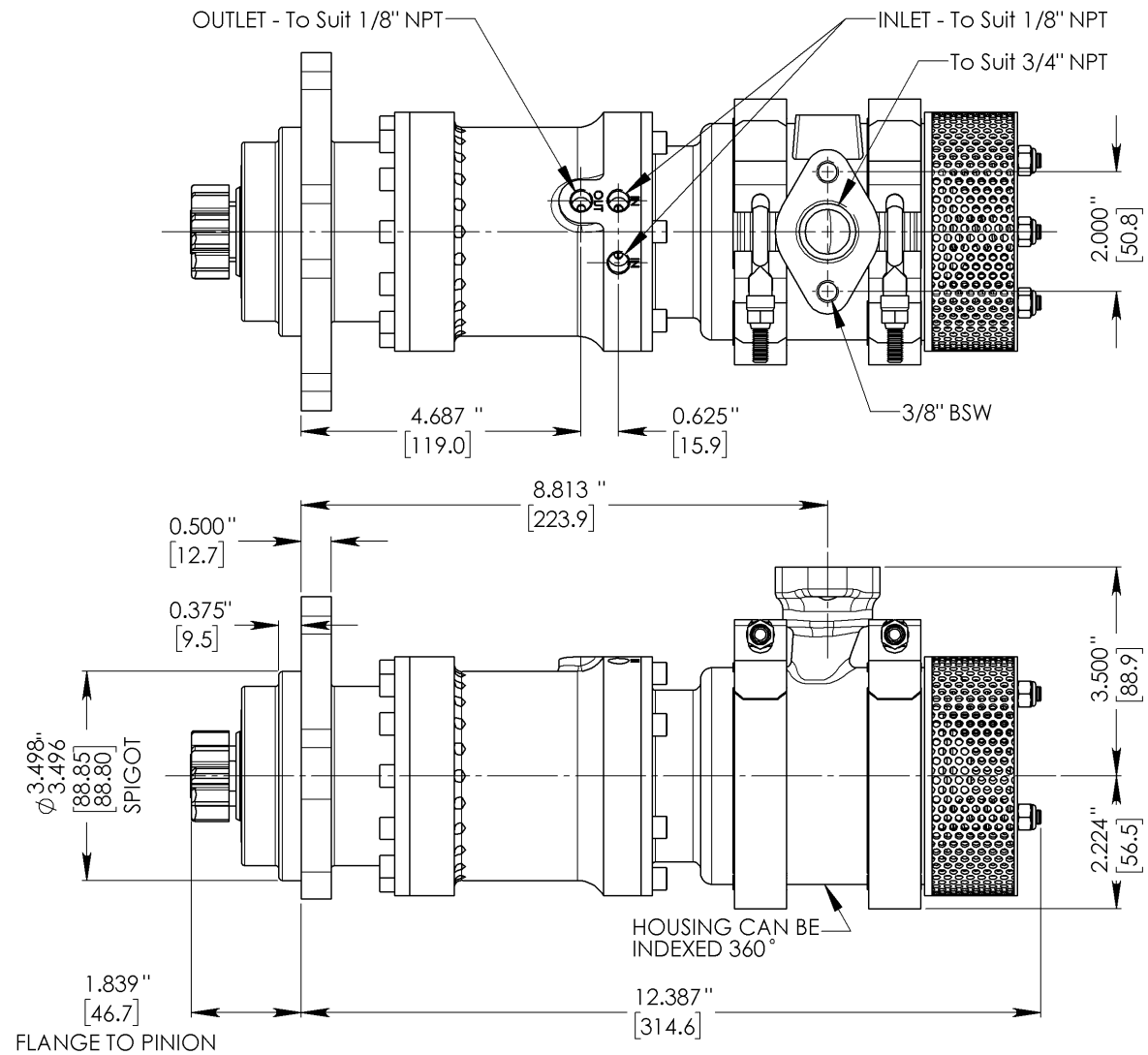
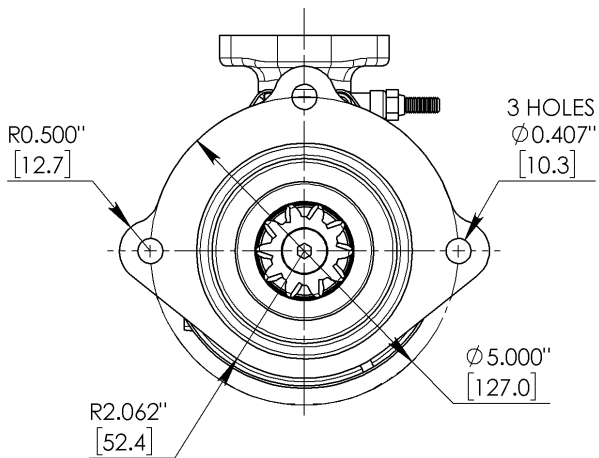
NOTICE

Ensure the inlet side of the starter control button connects to the line from the receiver. Any safety 'switches' should be installed in this line between the starter control button and the air receiver.

5. Determine the practicality of running the 1" air supply hose or pipe from the exit of the 'Y' strainer to the inlet of the AUSTART starter after the AUSTART starter is mounted. It may be easier to fit the hose before the AUSTART starter is mounted in position.
6. Once the AUSTART starter is mounted, fit the remaining 1/4" (6mm) control lines from the AUSTART starter to the starter control button and relay valve respectively (refer page 6).
7. Make all hose or pipe connections leak proof using a suitable thread sealant.
8. Once the connections have been made, pressurise the system and check for leaks using 'soapy' water or similar solution.



TITLE	SCALE: 1:3
ATS64-2 & AR1000-Schematic	DATE: 28-6-22
	DO NOT SCALE DRAWING
"This drawing is the property of K.H.Equipment Pty Ltd. It is furnished to you for confidential information purposes only and is not to be disclosed to anyone else or reproduced or used for manufacturing purposes without the express written permission of K.H.Equipment Pty Ltd."	AUSTART A3



TITLE	SCALE: 1:2
ATS64-2-General Arrangement	DATE: 28-6-22
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AUSTART	A3

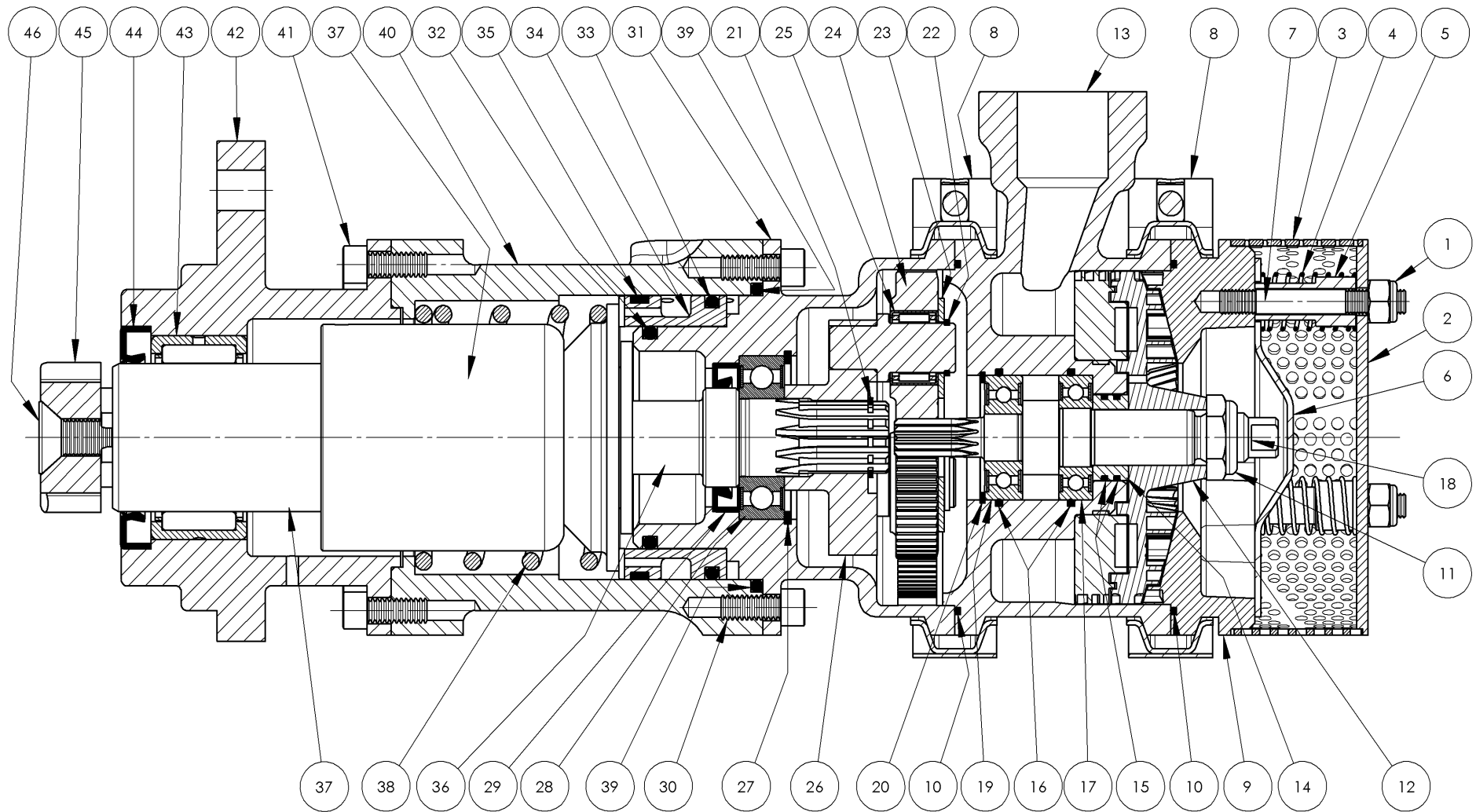
AUSTART ATS64-2

General Build List

ITEM	PART NO.	EXT.	DESCRIPTION		QTY	ITEM	PART NO.	EXT.	DESCRIPTION		QTY
1	3029	000	NUT		3	26	6311	920	SPIDER HUB ASSY		1
2	6321	101	END COVER MUFFLER		1	27	6619	000	CIRCLIP	+	1
3	6320	101	OUTER SLEEVE-HARSH MUFFLER		1	28	6012	000	BEARING	+	1
4	3014	000	SPRING		3	29	6621	000	SEAL	+	1
5	3013	110	STUD SPACER		3	30	6005	000	SCREW		6
6	6318	110	BAFFLE PLATE		1	31	6317	100	GEAR ADAPTOR		1
7	3027	110	STUD		3	32	6730	000	O' RING	+	1
8	6322	000	BAND CLAMP		2	33	6732	000	O' RING	+	1
9	6316	215	END COVER		1	34	6726	100	PISTON		1
10	6323	000	O' RING	+	2	35	6733	500	SEAL	+	1
11	6301	000	SPECIAL NUT		1	36	6750	100	DRIVE SHAFT		1
12	6314	320	TURBINE ROTOR		1	37	6760	900	DRIVE ASSY		1
13	6302	925	TUBINE HOUSING		1	38	6734	000	SPRING		1
14	6312	100	SEAL SLEEVE		1	39	6731	000	O' RING	+	1
15	6313	000	PISTON RING		2	40	6762	200	REAR HOUSING		1
16	6309	000	O' RING	+	2	41	6005	000	SCREW		12
17	6310	000	BEARING	+	1	42	6763	xxx	FRT HOUSING		1
18	6303	100	ROTOR SHAFT		1	43	7054	000	BEARING	+	1
19	6004	000	BEARING	+	1	44	7056	000	SEAL	+	1
20	6308	000	CIRCLIP	+	1	45	6765	xxx	PINION		1
21	6617	000	CIRCLIP	+	1	46	6758	000	SCREW		1
22	7064	000	CIRCLIP	+	3						
23	6306	110	RETAINER PLATE		3						
24	6307	120	PLANET GEAR		3						
25	6315	010	BEARING	+	3		6440	910	SERVICE KIT CONSIST AS MARKED +		A.R.

- XXX DENOTES OPTIONS AVAILABLE

ATS64-2 REV.01 14/02/2024



TITLE	SCALE: 1:1
ATS64-2-Section View	DATE: 28-6-22
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AUSTART	A3

MAINTENANCE



DISASSEMBLY

Refer to the Exploded View and Cross Sectional View drawings on pages 8 & 10.

Begin by removing the two band clamps (8) and separate the three sub assemblies; the nose assembly, motor assembly and silencer assembly. Gently tap the assemblies with a soft hammer if necessary.

The sub assemblies may now be dismantled separately. Disassembly of any of these three sub assemblies is detailed in the Exploded View on page 8 and is basically in the order shown. Refer also to the following instructions:

NOSE ASSEMBLY

1. Remove pinion retaining screw (46) and pinion (45).
2. Remove six screws (30) and separate the gear adaptor (31) by gently tapping it with a soft hammer if necessary. The gear adaptor (31) should spring apart from the rear housing (40).
3. Remove spring (38), drive assembly (37) and piston (34).
4. Remove circlips (22), retainer (23), planet gears (24) and bearings (25).
5. Support gear adaptor (31) in the vertical position, remove circlip (21) using circlip pliers and gently press out drive shaft (36) from spider hub assembly (26) and bearing (28).
6. Remove circlip (27) using circlip pliers and press out bearing (28) and seal (29).

7. Remove bearing (43) and seal (44) from front housing (42).

MOTOR ASSEMBLY

1. Remove special nut (11) by holding rotor shaft (18) with the two flats provided in a vice.

CAUTION

Do not hold rotor shaft (18) by splined end when removing special nut (11). Damage to spline will cause premature gearbox failure.

2. Remove circlip (20) using circlip pliers and press out rotor shaft (18) through turbine rotor (12) as an assembly.
3. Press out seal sleeve (14) and bearing (17) from turbine housing (13).
4. Press off bearing (19) from the rotor shaft (18).

SILENCER ASSEMBLY

Remove the three nuts (1) and assembly will easily come apart.

INSPECTION

Refer to the Exploded View and Cross Sectional View drawings on pages 8 &10.

1. Visually inspect all parts removed during disassembly for excessive wear or damage. Replace any damaged or questionable parts.
2. Pay particular attention to the vanes on end cover (9) and turbine rotor (12) and look for cracks, chipping, warping or excessive wear patterns. Turbine rotor (12) should fit tightly on to the rotor shaft (18). Replace any damaged or questionable parts. Remove any burrs.
3. Also pay particular attention to all gear teeth looking for cracked or broken teeth and excessive wear. Check the pinion (45) and the drive assembly (37) for evidence of unusual contact patterns resulting from misalignment or improper engagement. Remove any burrs or replace if questionable.
4. Check all bearings are free to rotate and do not have excessive play between races. If in doubt replace questionable bearings.

CAUTION

Do not wash shielded bearings that are to be reused in solvent or blow with compressed air as it may remove internal lubrication. Bearings that are to be reused should be cleaned by wiping the end shields with a clean cloth.

5. Clean all other parts that are going to be reused with commercially approved solvents.

WARNING

Ensure cleaning operations are carried out in a properly vented area away from open flames.

6. It is recommended that when servicing your AUSTART Turbine Starter always replace complete repair kit contents.

REASSEMBLY

Refer to the Exploded View and Cross Sectional View drawings on pages 8 &10.

Reassembly of any of the three sub assemblies detailed in the Exploded View on page 8 is basically in the reverse order shown. Refer also to the following instructions:

NOSE ASSEMBLY

1. Begin by pressing the bearing (43) and seal (44) into front housing (42) using a press with an appropriate pressing tool.
2. Drive home the seal (29) into the gear adaptor (31) until it bottoms.

CAUTION

Ensure the seal (29) is fitted the correct way, ie. with the tapered leading edge engaged first. Liberally grease the exposed side of the seal (29) with Lithium based grease such as Valvoline Valplex EP grease or similar.

3. Using a press, drive home the bearing (28) into the gear adaptor (31) until it bottoms. Then insert shaft (36) into the bearing (28) and press home. Ensure the gear adaptor (31) and bearing (28) are well supported during this operation. Finally fit circlip (27) using circlip pliers.
4. Invert the gear adaptor (31) and restrain in the vertical position. Slip on spider hub assembly (26) onto shaft (36) and fit circlip (27) using circlip pliers.
5. Press bearings (25) into planet gears (24) then install onto the spider hub assembly (26).

CAUTION

Ensure planet gears (24) are installed with the boss side of the gear facing the spider hub assembly (26). Coat gear bearings with grease before assembly.

6. Fit retainer (23) to spider hub assembly (26) and install the three circlips (22) using circlip pliers.
7. Invert partial assembly again to fit o'rings (32) and (39) onto gear adaptor (31).
8. Fit o'ring (33) and wiper seal (35) onto piston (34).
9. Liberally grease piston (34), the inner portion of the gear adaptor (31) and shaft (36) where it extends, then gently slide piston (34) onto the gear adaptor without damaging o'ring (32).
10. Slide drive assembly (37) onto shaft (36) and then fit spring (38) over drive assembly (37).
11. Liberally coat the inner regions of rear housing (40) and bearings (43) with grease and assemble nose assembly over piston (34) taking care not to damage wiper seal (35). Rotate the nose assembly until the six screw holes line up with the gear adaptor (31).
12. Squeeze together gear adaptor (31) and rear housing (40) being careful not to damage o'ring (39) then insert screws (41).
13. Fit pinion (45) to drive assembly (37) and install pinion retaining screw (46).

The nose assembly is now ready to accept the motor assembly.

MOTOR ASSEMBLY

1. Begin by lightly oiling the internal bore of the turbine housing (13) with hydraulic oil and fitting inner o'ring (16).
2. Evenly press home bearing (17) until it bottoms. Ensure o'ring (16) is not damaged or dislodged.
3. Install piston rings (15) onto seal sleeve (14). Rotate piston rings (15) so that the gaps are 180° apart.
4. Lightly grease the outside of the piston rings (15) on the seal sleeve (14) and push home into the turbine housing (13) until it bottoms.
5. Press bearing (19) onto rotor shaft (18) using a press and liberally grease top of bearing.
6. Install second o'ring (16) into turbine housing (13) and insert rotor shaft (18) and bearing (19) as an assembly. This should be achieved with an even push fit.
7. Insert circlip (20) with circlip pliers.
8. Fit turbine rotor (12) onto rotor shaft (18) extension. As this is an interference fit it is necessary to warm the turbine rotor (12) with a heat gun or boiling water before installing.
9. Lightly oil thread on rotor shaft (18) extension and install special nut (11). Tighten nut against the turbine rotor (12) to a torque of 25-30 ft lb. (30-40Nm.) Prevent the turbine rotor (12) from turning by holding the flats provided on the rotor shaft (18) in a vice.

CAUTION

Do not hold rotor shaft (18) by splined end when installing special nut (11) as damage can occur.

SILENCER ASSEMBLY

Assemble in the reverse order of disassembly. Ensure baffle plate (6) moves freely over stud spacers (5) when under compression of springs (4). Tighten nuts (1) firmly.

ASSEMBLING NOSE & MOTOR ASSEMBLIES

1. Apply grease to planet gears (24) and gear case (31). Carefully line up spline of motor assembly shaft (18) with the planet gears (24) on the nose assembly and slide the nose assembly home.
2. Line up the nose assembly and motor assembly air inlet ports and install band clamp (8). Tighten band clamp (8) to 4ft lb (6 Nm).
3. Test the operation of the drive assembly (37) by introducing air pressure at the control line inlet port. The drive assembly (37) should move freely forward when air pressure is applied and back once the pressure has been relieved. Investigate if this movement is not smooth.
4. The nose/motor assembly is now ready to accept the silencer assembly.

ADDING SILENCER ASSEMBLY

1. Install silencer assembly to the turbine housing (13). Install band clamp (8). Tighten band clamp (8) to 4 ft lb (6 Nm).
2. The AUSTART starter is now assembled and ready for installation. Refer to Installation and Operation section for this manual.

WARRANTY POLICY

All Austart Products and services supplied by K.H. Equipment Pty. Ltd. (herein called "the Manufacturer") is warranted to be free from any defect in workmanship and material under conditions of normal use and service for engine starting applications for a period of 12 months from the date of purchase by the first user. A period of 12 months is warranted for all service work. Normal wear and tear is excluded from the warranty cover.

The Manufacturer will replace or repair at their works, without cost, any Austart Starter or parts found to be defective or at their discretion choose to refund the purchase price less a reasonable allowance for depreciation in exchange for the starter or part should the item prove impossible to repair or replace.

This warranty shall not apply to any Austart Starter or parts which have been altered or repaired or purchased outside the Manufacturer and its assigned agents nor to equipment or parts that have been subject to misuse including overloading, neglect, accident or damage, nor to any part or parts improperly applied or installed.

This warranty is in lieu of all other warranties and conditions statutory or otherwise expressed or implied and of all other obligations or liabilities on the Manufacturer's part. The Manufacturer's maximum liability is limited to the purchase price of the starter and is not liable for any consequential damage, loss or expense.

Repeat engine starting attempts must be delayed for 15 seconds to allow all Austart Starter and engine components to stop rotating to avoid damage or adverse wear of components.

NOTES

This image shows a blank sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.**DISTRIBUTED BY**

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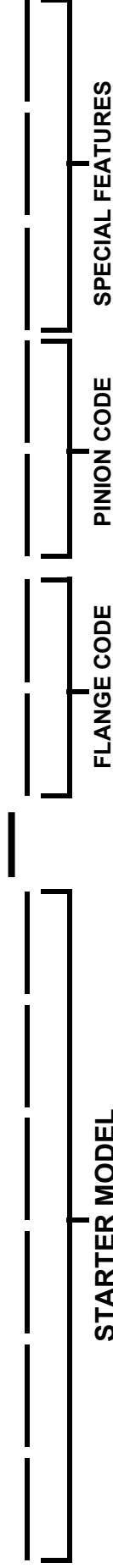
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ATS63	AUSTART TURBINE STARTER		Other options	14	11TH 6/8 L	I	Inertia Drive
ATS64	(ATS63 OH) AUSTART TURBINE STARTER		available	15	10TH 8/10 L	J	Threaded Exhaust Elbow 2"
AS66	AUSTART AIR STARTER			16	9TH 3MOD L	K	Kelly Spinner Muffler
AS67	AUSTART AIR STARTER					M	Mining Spec.(Cast Iron)
AS68	(AS6070) AUSTART AIR STARTER				Other options	N	Short Nose (Inertia ATS77)
AS69	(AS67OH) AUSTART AIR STARTER				available	P	Motor Ports 90°
AS70	AUSTART AIR STARTER					R	Reduced Muffler
ATS73	AUSTART TURBINE STARTER					S	Short Muffler
ATS77	AUSTART TURBINE STARTER					T	Threaded Exhaust 3"
AS75	(AS70 OH) AUSTART AIR STARTER					U	U Configuration
AS78	(AS7080) AUSTART AIR STARTER					V	Value Muffler (ATS77)
AS80	AUSTART AIR STARTER					X	Special – Refer Factory

EXAMPLES OF BASIC STARTER PRODUCT NUMBERING

ATS63-0110M	PERKINS 1006	SAE1	10TH	MINING SPEC
ATS63-0409M	MWM D916-6	SAE4	9TH	MINING SPEC
ATS73-0311	CUMMINS N14	SAE3	11TH	
ATS73-0314	CUMMINS N14	SAE3	11TH	LH
ATS73-0311I	DETROIT 12V71	SAE3	11TH	INERTIA DRIVE
ATS73-0314I	DETROIT 12V71	SAE3	11TH	INERTIA DRIVE LH
ATS73-0312M	CATERPILLAR 3306	SAE3	12TH	MINING SPEC
ATS83-0311IT	WAUKESHA 7072	SAE3	11TH	INERTIA THREADED EXHAUST

INSTALLATION AND PREPARATION FOR OPERATION



- Ensure air supply is isolated before installation, removal, maintenance or adjustment of your AUSTART starter.
- Before any starter is taken out of service first bleed the Air Receiver of air and any moisture that may have accumulated by opening up the drain valve. Do not bleed by removing Receiver plugs.
- Remove air hoses to ensure complete safety once the air supply has been isolated and the Receiver has been bled.
- The Air Receiver must be manufactured to an applicable pressure vessel code such as AS 1210, or similar.
- Only use air hoses and fittings that are of adequate size as indicated in the installation schematic (page 6)
- Always carry out a pressure test on the complete starting system according to Clause 7 on Page 5 before beginning operation. Do not begin operations until satisfied the unit has been installed correctly.
- Always use recommended lubricants where prescribed by this manual. Under no circumstances use flammable or volatile liquids.
- Ensure all fasteners are torqued to the values prescribed in this manual. Use thread sealant where indicated.
- To ensure warranty provisions are not invalidated use only genuine AUSTART replacement parts. Non-genuine parts may cause service and performance problems and may affect the safe operation of your starter.

PRELIMINARY INSTALLATION REQUIREMENTS

Numbers in Brackets refer to Part Nos, refer to exploded view drawing on page 8

1. Your Austart Starter is flange mounted. Before installing the starter carefully study the mating position of the Austart Starter and engine flanges to determine whether the air inlet port orientation or Nose Housing (36) geometry will suit your particular installation. If not suitable re-orientate as follows -
 - Carefully loosen the Band Clamp (9) but do not remove. The two housings can now be rotated relating to each other without separation.
 - Re-orientate the Housings to the desired position and torque the Band Clamp (9) to 4 ft lb (6 Nm)
2. Ensure pinion is suitable for engine application ie. correct pitch, diameter and number of teeth.
3. Check flange to ring gear (FRG) spacing is correct and that flange spacers are not required. Pinion should be FRG less 1/8" (3mm) when at rest.
4. Check Austart Starter clears all obstacles and the flange mounts to flywheel housing squarely without using undue force.
5. Ensure the hoses, fittings and starter ports are clean and free from dirt and foreign objects. Ensure they remain so during installation.
6. For optimum Austart Starter performance ensure air supply pipes or hoses have an internal diameter of at least 3/4" (19mm), refer Installation Schematic on page 6. In the event line length must be longer than 15ft (5m), a size of 1" (25mm) should be used. Keep the number of fittings and the length of piping to a minimum. Avoid the use of reducing bushes and other fittings that could impede air flow.

INSTALLING THE STARTER AND PIPEWORK

Refer to the Starter Installation Schematic drawing on page 6

1. The air supply line should ideally exit from the top or side of the Air Receiver.

CAUTION

Do not connect Air Supply Line to the bottom of the Air Receiver. Moisture and system contaminants collect at the receiver bottom and can damage the Austart Starter internals if allowed to pass through. Periodically drain moisture from the Air Receiver using a drain valve connected at the Receiver bottom.

2. Install a 100 mesh 'Y' Strainer. A 'Y' Strainer installed before the Relay Valve will provide protection to the Valve and Austart Starter from contaminants that may have accumulated in the Air Receiver.

NOTICE

Ensure the inlet side of the 'Y' Strainer faces the Receiver, ie the direction arrow points away from the Receiver.

3. Connect the RV1000 Relay Valve directly on to the 'Y' Strainer using a 1" Short Nipple.

NOTICE

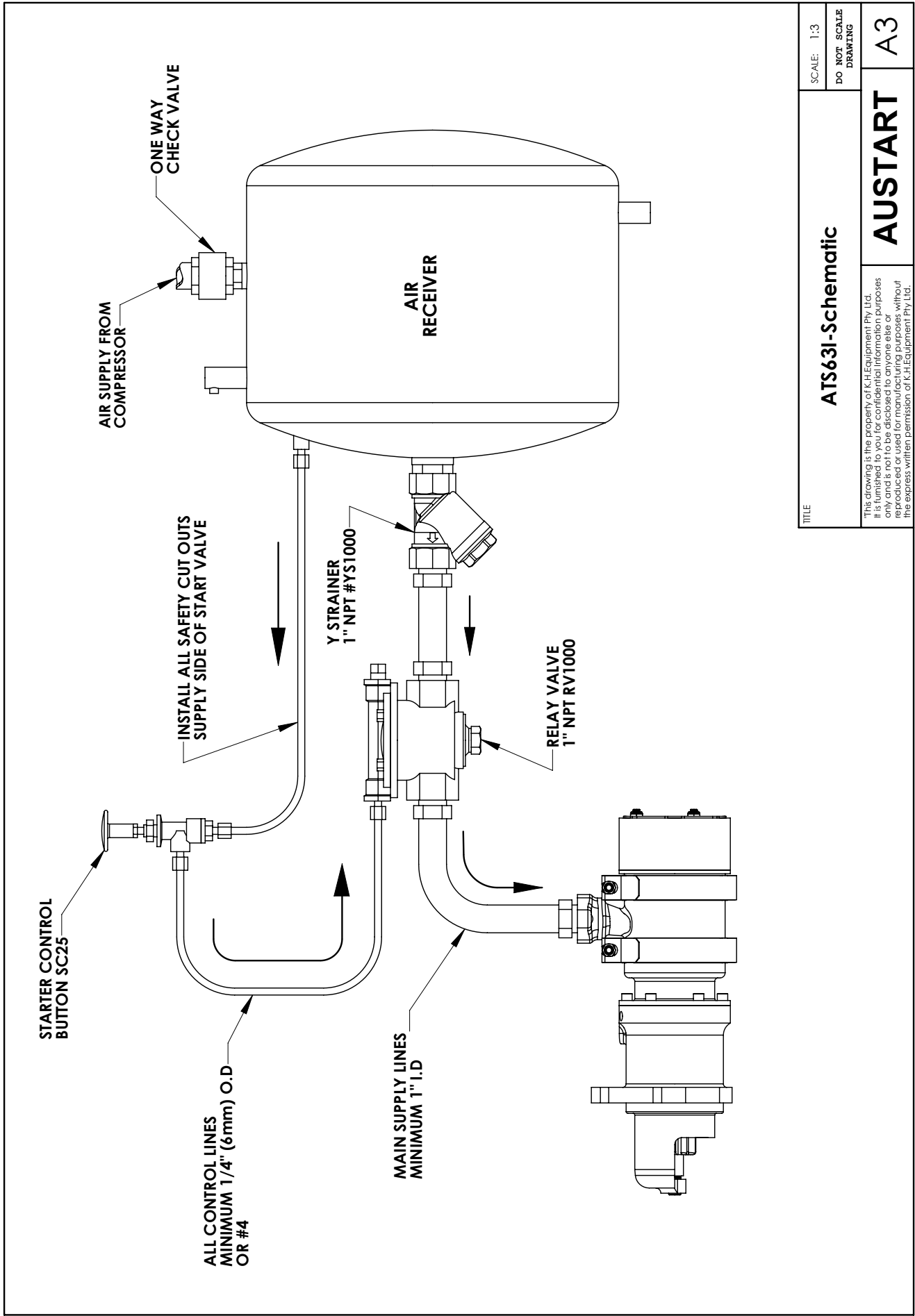
Ensure the inlet side of the Relay Valve connects to the exit side of the 'Y' Strainer.

4. Mount the Starter Control Button SC25 onto the vehicle dash-board or appropriate control panel and connect to the Air Receiver using a minimum of 1/4" (6mm) line.

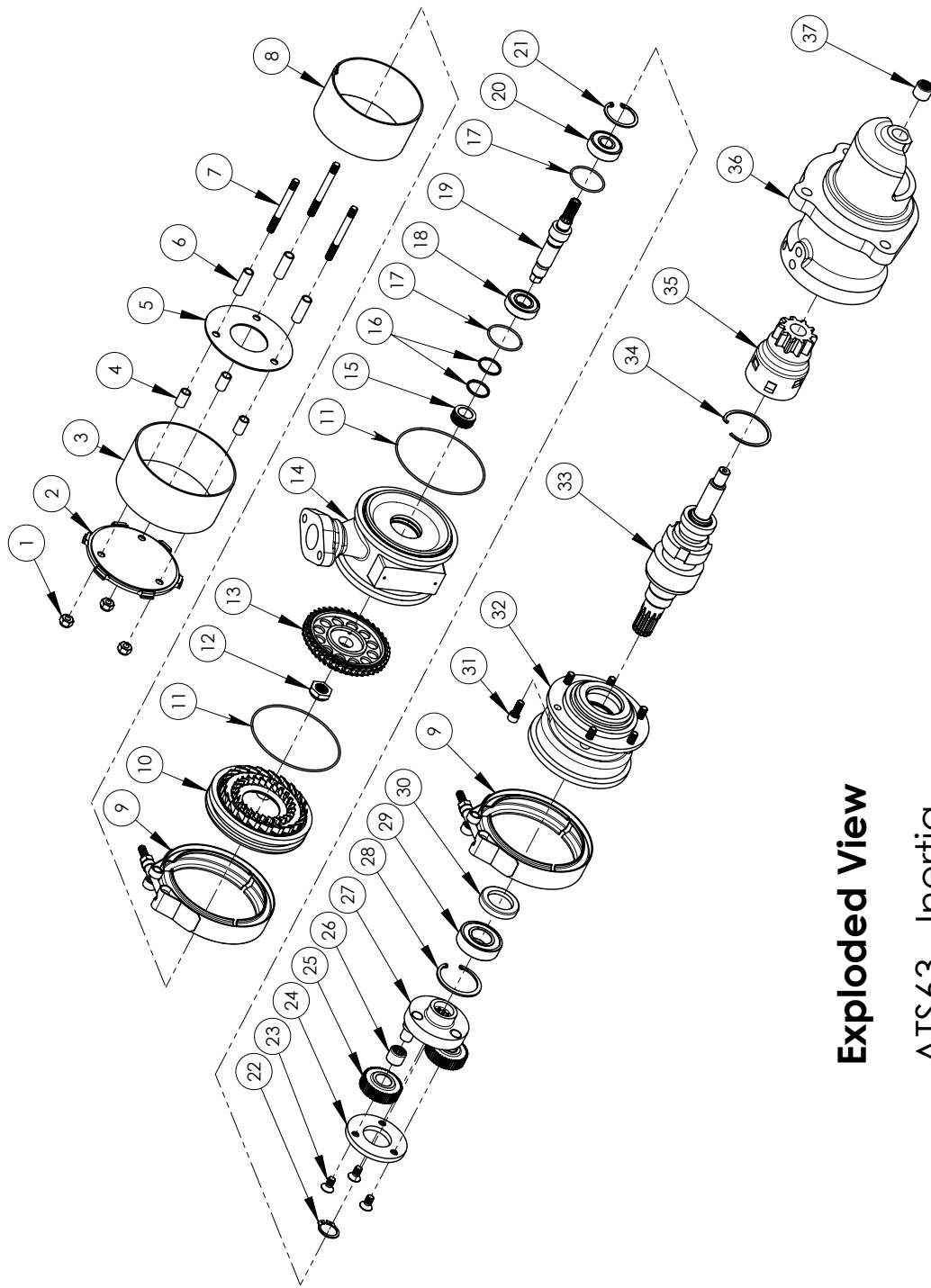
NOTICE

Ensure the inlet side of the Starter Control Button connects to the line from the Receiver. Any Safety "Switches" should be installed in this line between the Starter Control Button and the Air Receiver.

5. Determine the practicality of running the main air supply hose or pipe from the exit of the Relay Valve to the inlet of the Austart Starter after the Austart Starter is mounted. It may be easier to fit the hose before the Austart Starter is mounted in position.
6. Make all hose or pipe connections leak proof using a suitable thread sealant.
7. Once the connections have been made pressurise the system and check for leaks using "soapy" water or similar solution.



TITLE	ATS63I-Schematic	SCALE: 1:3 DO NOT SCALE DRAWING
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Exploded View
ATS63 - Inertia

TITLE

ATS631-Exploded View

SCALE: 1:20

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AUSTART

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PARTS BREAKDOWN

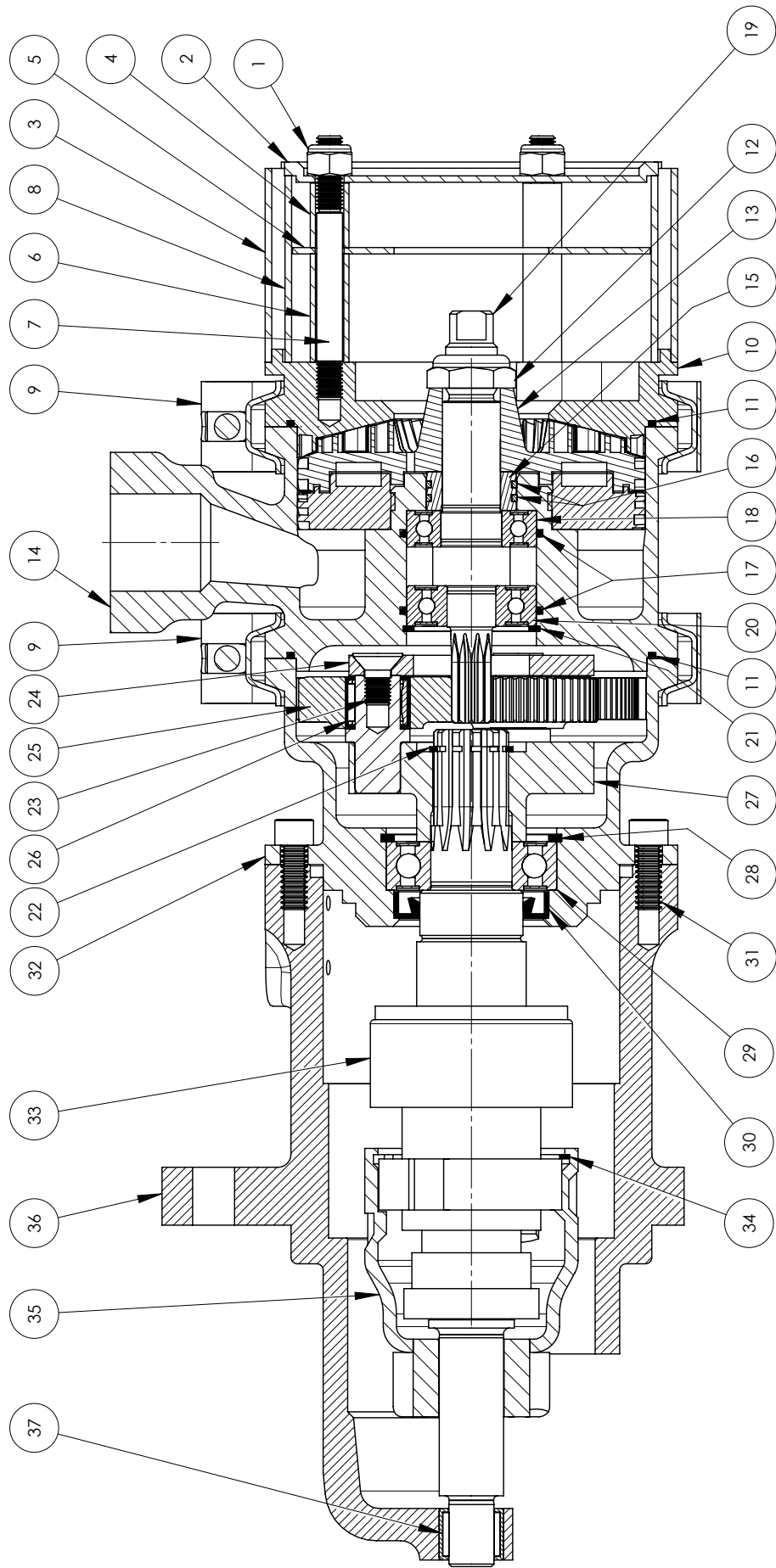
AUSTART ATS-63I

General Build List

ITEM	PART NO.	EXT.	DESCRIPTION	QTY	ITEM	PART NO.	EXT.	DESCRIPTION	QTY
1	3029	000	NUT	3	29	6012	000	BEARING	1
2	6321	100	END COVER MUFFLER	1	30	6621	000	SEAL	1
3	6320	100	OUTER SLEEVE	1	31	6005	000	SCREW	6
4	3009	100	SPACER (0.624")	3	32	6326	100	GEAR ADAPTOR	1
5	6318	100	BAFFLE PLATE	1	33	6325	900	DRIVE SHAFT ASSY	1
6	3012	100	SPACER (1.050")	3	34	6016	000	DRIVE CIRCLIP	1
7	3027	100	STUD	3	35	6019	XXX	PINION HEAD	1
8	6319	100	BAFFLE SLEEVE	1	36	6728	XXX	NOSE HOUSING	1
9	6322	000	BAND CLAMP	2	37	6022	000	BEARING	1
10	6316	200	END COVER	1					
11	6323	000	O' RING	2					
12	6301	000	SPECIAL NUT	1					
13	6314	300	TURBINE ROTOR	1					
14	6302	920	TURBINE HOUSING	1					
15	6312	100	SEAL SLEEVE	1					
16	6313	000	PISTON RING	2					
17	6309	000	O' RING	2					
18	6310	000	BEARING	1					
19	6303	100	ROTOR SHAFT	1		6340	900I	SERVICE KIT	A.R.
20	6004	000	BEARING	1					
21	6308	000	CIRCLIP	1					
22	6617	000	CIRCLIP	1					
23	6305	000	COUNTERSUNK SCREW	3					
24	6306	100	RETAINER	1					
25	6307	100	PLANET GEAR	3					
26	6315	000	BEARING	3					
27	6311	900	SPIDER HUB ASSY	1					
28	6619	000	CIRCLIP	1					

-XXX DENOTES OPTIONS AVAILABLE

ATS63I/3 (A) Rev.01 31/07/08



Section View

ATS63 - Inertia

TITLE

ATS631-Section View

SCALE: 1:1

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MAINTENANCE



DISASSEMBLY

Refer to the Cross Sectional and the Exploded View drawings on pages 8 & 10

Begin by removing the two Band Clamps (9) and separate the three Sub-Assemblies; the Nose Assembly, the Motor Assembly and the Silencer Assembly. Gently tap the assemblies with a soft hammer if necessary.

The Sub-Assemblies may now be dismantled separately. Disassembly of any of these three Sub-Assemblies is detailed in the exploded view on page 8 and is basically in the order shown. Refer also to the following instructions:

Nose Assembly

1. Remove six Screws (31) and separate the Gear Adaptor (32) from the Nose Housing (36).
2. Remove Drive Circlip (34) from Pinion head (35).
3. Invert Bearing Housing assembly and retain Drive shaft assembly (33) using soft jaws in a vice.
4. Remove the three countersunk screws (23) which may require a sharp tap to loosen them.
5. Remove Retainer (24), Planet Gears (25) and Bearings (26).
6. Support Gear Adaptor (32) in the vertical position, remove Circlip (22) using circlip pliers and gently press out Drive Shaft assembly (33) from Spider Hub (27) and Bearing (29).
7. Remove Circlip (28) using circlip pliers and press out Bearing (29) and Seal (30).
8. Remove Nose Bearing (37) from Nose Housing (36).

Motor Assembly

1. Remove Special Nut (12) by holding Rotor Shaft (19) with the two flats provided in a vice.

CAUTION

Do not hold Rotor Shaft by splined end when removing Special Nut. Damage to spline will cause premature Gearbox failure.

2. Remove Circlip (21) using circlip pliers and press out Rotor Shaft (19) through Rotor (13) as an Assembly.
3. Press out Seal Sleeve (15) and Bearing (18) from Turbine Housing (14).
4. Press off Bearing (20) from the Rotor Shaft (19).

Silencer Assembly

Remove the three Nuts (1) and Assembly will easily come apart.

INSPECTION

Refer to the Cross Sectional and the Exploded View drawings on pages 8 & 10

1. Visually inspect all parts removed during disassembly for excessive wear or damage. Replace any damaged or questionable parts.
2. Pay particular attention to the vanes on End Cover (10) and Turbine Rotor (13) and look for cracks, chipping, warpage or excessive wear patterns. Rotor (13) should fit tightly on to the Rotor Shaft (19). Replace any damaged or questionable parts. Remove burrs.
3. Also pay particular attention to all gear teeth looking for cracked or broken teeth and excessive wear. Check the pinion head (35) for evidence of unusual contact patterns resulting from misalignment or improper engagement. Remove any burrs or replace if questionable.
4. Check all bearings are free to rotate and do not have excessive play between races. If in doubt replace questionable bearings.

CAUTION

Do not wash shielded bearings that are to be reused in solvent or blow with compressed air as it may remove internal lubrication. Bearings that are to be reused should be cleaned by wiping the end shields with a clean cloth.

5. Clean all other parts that are going to be reused with commercially approved solvents.



Ensure cleaning operations are carried out in a properly vented area away from open flames.

6. It is recommended that when servicing your Austart Turbine Starter always replace complete repair kit contents.

REASSEMBLY

Refer to the Cross Sectional and the Exploded View drawings on pages 8 & 10

Reassembly of any of the three Sub-Assemblies detailed in the exploded view on *page 8* is basically in the reverse order shown. Refer also to the following instructions:

Nose Assembly

1. Begin by pressing the Bearing (37) into Nose Housing (36) using a press with an appropriate pressing tool.
2. Drive home the Seal (30) into the Gear Adaptor (32) until it bottoms.

CAUTION

Ensure the Seal (30) is fitted the correct way, ie with the tapered leading edge engaged first. Liberally grease the exposed side of the Seal (30) with Lithium based grease such as Valvoline VALPLEX EP Grease or similar.

3. Using a press drive home the Bearing (29) into the Gear Adaptor (32) until it bottoms. Then insert Shaft (33) into the Bearing (29) and press home. Ensure the Gear Adaptor (32) and Bearing (29) are well supported during this operation. Finally fit Circlip (28) using circlip pliers.
4. Invert the Gear Adaptor (32) and restrain in the vertical position. Slip on Spider Hub Assembly (27) onto Shaft (33) and fit Circlip (22) using circlip pliers.
5. Restrain Drive Shaft Assembly (33) in vice using soft jaws.
6. Install the three Planet Gears (25) and Gear Bearings (26) onto the Spider Hub Assembly (27).

CAUTION

Ensure Planet Gears are installed with the boss side of the Gear facing the Spider Hub. Coat Gear Bearings with Grease before Assembly.

7. Fit Retainer (24) to the Spider Hub Assembly (27) and install the three Countersunk Screws (23).
8. Invert Gear Adaptor assembly and insert Pinion Head (35) onto Drive Shaft assembly (33). Insert Drive Circlip (34) into Pinion Head (35) making certain that it is fitted correctly.
9. Liberally coat Nose Bearing (37) with grease and assemble Nose Housing (36) on to Gear adaptor assembly insert the six screws (31).
10. Liberally pack gear teeth with suitable grease such as Valvoline Valplex EP or similar.
11. The Nose Assembly is now ready to accept the Motor Assembly.

1. Begin by lightly oiling the internal bore of the Turbine Housing (14) with hydraulic oil and fitting inner O-Ring (17).
2. Evenly press home Bearing (18) until it bottoms. Ensure O-Ring (17) is not damaged or dislodged.
3. Install Piston Rings (16) onto Seal Sleeve (15). Rotate Piston Rings (16) so that the gaps are 180° apart.
4. Lightly grease the outside of the Piston Rings (16) on the Seal Sleeve (15) and push home into the Turbine Housing (14) until it bottoms.
5. Press Bearing (20) onto Rotor Shaft (19) using a press and liberally grease top of bearing.
6. Install 2nd O-Ring (17) into Turbine Housing (14) and insert Rotor Shaft (19) and Bearing (20) as an assembly. This should be achieved with an even push fit.
7. Install Circlip (21) with circlip pliers.
8. Fit Turbine Rotor (13) onto Rotor Shaft (19) extension. As this is an interference fit it is necessary to warm the Turbine Rotor (13) with a heat gun or boiling water before installing.
9. Lightly oil thread on Rotor Shaft (19) extension and install Special Nut (12). Tighten Nut against the Turbine Rotor (13) to a torque of 25-30 ft lb.(30-40 Nm). Prevent the Rotor Shaft (19) from turning by holding the flats provided on the Rotor Shaft (19) in a vice.

CAUTION

Do not hold Rotor Shaft by splined end when installing Special Nut as damage can occur.

Assemble in the reverse order of disassembly. Ensure Baffle Plates and Spacers are in correct positions. Tighten nuts (1) firmly.

Assembling Nose and Motor Assemblies

1. Apply grease to Planet Gears (25) and Gear Case (32). Carefully line up spline of Motor Assembly Shaft (19) with the Planet Gears (25) on the Nose Assembly and slide the Nose Assembly home.
2. Line up the Nose Assembly and Motor Assembly and install Band Clamp (9). Tighten Band Clamp (9) to 4 ft lb (6 Nm).
3. The Nose/Motor Assembly is now ready to accept the Silencer Assembly.

Adding Silencer Assembly

1. Install Silencer Assembly to the Turbine Housing (14). Install Band Clamp (9). Tighten Band Clamp (9) to 4 ft lb (6 Nm)
2. The Austart Air Starter is now assembled and ready for installation. Refer Installation and Operation section of this manual.

WARRANTY POLICY

All Austart Products supplied by K.H. Equipment Pty. Ltd. (herein called “the Manufacturer”) is warranted to be free from any defect in workmanship and material under conditions of normal use and service for engine starting applications for a period of 12 months from the date of purchase by the first user. Normal wear and tear is excluded from the warranty cover.

The Manufacturer will replace or repair at their works, without cost, any Austart Starter or parts found to be defective or at their discretion choose to refund the purchase price less a reasonable allowance for depreciation in exchange for the starter or part should the item prove impossible to repair or replace.

This warranty shall not apply to any Austart Starter or parts which have been altered or repaired or purchased outside the Manufacturer and its assigned agents nor to equipment or parts that have been subject to misuse including overloading, neglect, accident or damage, nor to any part or parts improperly applied or installed.

This warranty is in lieu of all other warranties and conditions statutory or otherwise expressed or implied and of all other obligations or liabilities on the Manufacturer’s part. The Manufacturer’s maximum liability is limited to the purchase price of the starter and is not liable for any consequential damage, loss or expense.

Repeat engine starting attempts must be delayed for 15 seconds to allow all Austart Starter and engine components to stop rotating to avoid damage or adverse wear of components.

This image shows a full page of blank white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page, providing a template for writing or drawing. There are no margins, text, or other markings present.

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