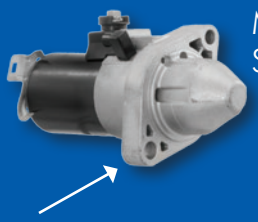
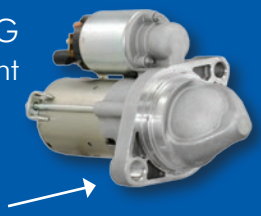
TECHNICAL SERVICE BULLETIN

The Remy PG replacement starter has an external solenoid. This more reliable starter is designed to install and operate to OEM standards with no modification necessary.

Same mounting features

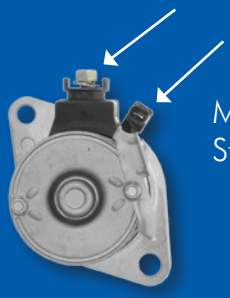


Mitsuba Starter

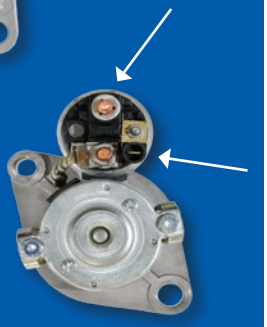


Remy PG Replacement

Same wire harness connections



Mitsuba Starter



Remy PG Replacement

Remy Exclusive Honda & Acura Starter Upgrades

Many Honda and Acura applications use a Mitsuba manufactured starter. It is easiest to identify by the absence of an external solenoid (see images to the left). Remy has developed and patented a replacement Permanent Magnet/ Gear Reduction (PG) starter to upgrade many Honda and Acura applications.

The Remy PG starter has multiple advantages over the OE design including:

- Reduced failures due to improved reliability
- More robust design leading to better durability
- Quicker engine starts from nearly a 10% improvement to the power pack
- Improved solenoid design for more reliable gear engagement

Honda/Acura Application List
Remy PG260

Make	Year	Model	Engine	Part Number
Acura	2002-2006	RSX	2.0L	96239
Acura	2004-2005	TSX	2.4L	96238
Acura	2006-2008	TSX	2.4L	99776
Honda	2003-2005	Accord	2.4L	96238
Honda	2006-2007	Accord	2.4L	99776
Honda	2006-2011	Civic	1.8L	99701
Honda	2006-2011	Civic	2.0L	99776
Honda	2002-2006	CRV	2.4L	96239
Honda	2007-2009	CRV	2.4L	99776
Honda	2003-2006	Element	2.4L	96238
Honda	2007-2008	Element	2.4L	99776

Starter Installation Procedure

Replacing a Mitsuba unit with a Remy PG starter is a fairly straightforward installation. The Remy PG starter fits smoothly into place, and the wiring harness doesn't require any modifications.

This procedure is specifically for the 2006-2011 Honda Civic 1.8L. The procedure varies by application.

Removal of the Mitsuba Starter:

- Disconnect the battery negative terminal. Make sure you have the anti-theft code for the audio system.
- Raise and support the vehicle and remove the Right Front (RF) wheel.
- Remove the intake bracket. *See Figure 1.*
- Remove the upper and lower starter mounting bolts via the long extension through the RF wheel well.
- Back the starter out and rotate the rear down to gain access to the harness.
- Unclip the harness from the starter bracket.
- Disconnect the S terminal connector by depressing the tab and gently pulling.
- Remove the nut securing the B+ cable to the starter and then remove the cable.
- Remove the starter through the RF wheel well.

Installation of the Remy Starter:

Note: Do not transfer brackets from the old starter.

- Insert the new starter through the RF wheel well opening, rotating the starter as it passes through the opening.
- About 12 inches before the bell housing opening, rotate the starter nose to point up to about the 10 to 11 o'clock position and push the starter up. *See Figure 2.*
- Raise the rear of the starter up and then slide the assembly the rest of the way to the bell housing. *See Figure 3.*
- Install both starter bolts and torque to 33 ft-lbs.
- Lay the starter harness along the starter body, install the B+ cable and torque to 7 ft-lbs.
- Snap the S terminal connector into place on the starter.
- Install the previously removed intake bracket. Torque the bracket to intake bolts to 7 ft-lbs, and torque the bracket to block bolt to 17 ft-lbs.
- Reinstall the wheel and torque the lug nuts to 80 ft-lbs.
- Reinstall the battery cable.

These photos were on a removed engine to aid in visual representation.

Figure 1: Removing the intake bracket.

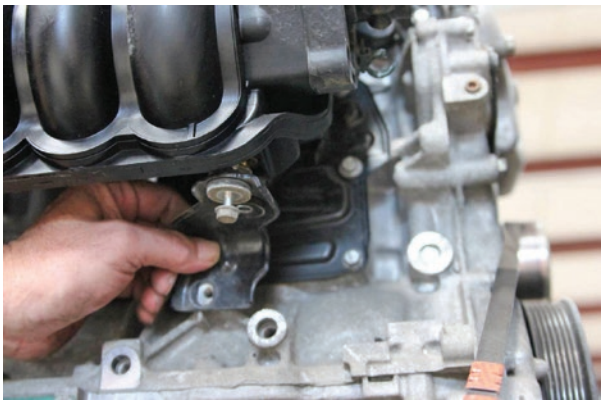


Figure 2: Rotating the starter nose to the 10 to 11 o'clock position.

Figure 3: Raising the rear of the starter up and sliding the assembly to the bell housing.