

Westy Ventures 'More torque' TDI starter adaptor

Installation tips

Use only a TDI starter from 1996-2003 manual-trans models, part # 02A911023R or 02A911024D, Bosch remanufactured # SR0408X or SR0409X.
SR0425N may be used for gasoline engines.

For 2WD vans, and Syncro non-lockers or Syncro locker using the SR0425N starter:

1. Remove the old starter and lower starter mounting stud from bell housing
2. Install starter adaptor using the original upper starter bolt (10 mm socket-head cap screw) and supplied 10mm flat socket-head cap screw. If you are using an adaptor plate with a stud for the top bolt, use the supplied flange nut. The starter will need a small recess filed to clear the nut or bolt head. Use a file or small grinder. If using the original bolt, you may be able to grind the bolt head to clear the starter also.
3. Bolt new starter to adaptor, reconnect wires.
4. Some starters will have a short stud for the power cables. If this is the case you will need to trim the thickness of the alternator cable end or replace with a crimp-on ring terminal end. Using the updated VW starter plug (optional) results in a better and sealed connection for the small starter wire.

For Syncro models with diff lock – if using the SR0408X starter: Must have the longer difflock actuator bracket, earlier/shorter version will prevent the modification below.

1. Remove old starter and lower starter mounting stud from bell housing.
2. Remove diff lock actuator, bracket, and indicator switch.
3. Install adaptor temporarily to the starter.
4. Slide in original upper starter bolt - 10mm socket-head cap screw, or use the supplied nut if your conversion uses a stud for the upper bolt. Mark the spot on the new starter where the upper bolt/nut needs clearance. The original socket-head bolt may also be modified to clear the starter.
5. Remove adaptor from the starter and file or grind a small recess in the upper corner of the starter to clear the upper bolt head or nut as needed.
6. Install adaptor to the transmission using the 10mm flat socket-head cap screw and flange nut (or original socket-head bolt).
7. Bolt the starter on using the supplied M12 x 25 bolts.
8. Reconnect wires: Some starters will have a short + stud for the power cables. If this is the case you will need to trim the thickness of the + alternator cable end or replace it with a crimp-on ring terminal end. Using the updated VW starter plug (optional) results in a better and sealed connection for the small starter wire.
9. Trim a 3/4" V-notch in the diff-lock bracket as shown on the website, reinstall this and the switch (note: you *must* use the longer difflock bracket – this type measures 2 1/4" from mounting surface to end of legs where the actuator attaches).
10. Reinstall difflock actuator – in some cases you may need to file a tiny spot on one corner to clear the starter.
11. Note that on gas engine setups you may alternately use the SR0425 which is shorter and deletes the need to notch the difflock bracket.
12. On some conversions the engine may be mounted with reduced clearance between the starter's main cable terminal and tank retaining straps. If yours lacks clearance you will need to trim or adjust the strap to clear the starter positive post OR change the cable end to an offset type that allows for more clearance.