

Aston / Chrysler V8 Bulletin

At WOSP we offer a range of different Aston Martin / Chrysler V8 starter motors, each designed to help make your installation process easier. Ranging from power, LH/RH Terminals which affects the angles of the motor bolts and Rotatable or Fixed mounts. At WOSP we are bound to have the correct starter motor for you and strive to make your decision in choosing what's best for you easier.

WOSP SKU	NAME	Hand	Voltage	Power	Type
LMS012	Aston Martin / Chrysler / Hemi / Mopar V8 high torque starter motor	Fixed RH	12V	1.4kW	Denso OSGR
LMS568	Aston Martin / Chrysler / Hemi / Mopar V8 (rotatable) high torque starter motor	Rotatable LH	12V	1.4kW	Denso OSGR
LMS569	Aston Martin / Chrysler / Hemi / Mopar V8 (rotatable) super-duty starter motor	Rotatable LH	12V	2.0kW	Denso OSGR
LMS924	Aston Martin / Chrysler / Hemi / Mopar V8 (short drive) high torque starter motor	Rotatable RH	12V	1.4kW	Denso OSGR
LMS1152	Chrysler / Mopar / Hemi (rotatable) V8 super-duty starter motor	Rotatable RH	12V	2.0kW	Denso OSGR
LMS1412-9	Chrysler / Mopar / Hemi (Leanders clutch / Chevy ring gear) V8 high torque starter motor	Rotatable RH	12V	2.0kW	Denso OSGR
LMS1412-10	Aston Martin / Chrysler / Hemi / Mopar V8 (rotatable RH) super-duty starter motor	Rotatable RH	12V	2.0kW	Denso OSGR

The entry level Aston Martin, Chrysler, Hemi, Mopar **LMS012** is a fixed mount starter. The other options we offer at WOSP: **LMS568** (Specifically designed to clear exhaust headers on an Aston Martin DBS V8), **LMS569**, **LMS924**, **LMS1152**, **LMS1412** have all been designed to be rotatable whilst mounting. These can be seen below.

LMS012

LMS568

LMS924

LMS1152

LMS1412



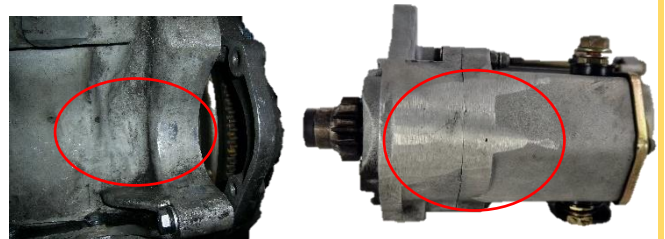
Potential clearance Issues

N.B. SOME INSTALLATIONS MAY HAVE A CLASH OR CLEARANCE ISSUE WITH THE ENGINE BLOCK!

Due to several (reported as many as 7) different manufacturers of the engine block over the years, the block thickness itself can vary thus making the issue more prominent on some engines, however, you may not have an issue at all on others. Sadly no one can be any more conclusive than this.

With an Aston Martin V8 (which was fundamentally a Chrysler V8 block) the chance of an issue is less prominent on manual transmission cars as a 3/4" spacer was used to move the OEM & subsequently our starter also back away from the mounting face thus giving the starter more clearance at the problem area (as opposed to a 2mm spacer seen in the automatic models).

Filed Down LMS012 Example



The Problem area & How our rotatable units improve fitment



LMS012



LMS568



LMS1412

The nose found on the **LMS012** can help location on some installations but ultimately is there solely for aesthetic reasons not for function.

