

Solenoids E52-0020 12V & E52-0022 24V

There is a difference in the operation of the 12 and 24 Volt versions of these solenoids.



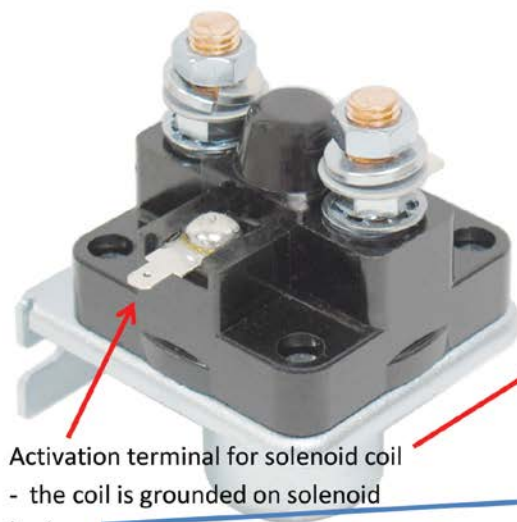
The 12V version E52-0020 is commonly found on older British vehicles as the starter motor solenoid for Inertia type starters such as SNL008



This type of vehicle can also be fitted with Ballast style Kettering or points ignition. One version of this type of ignition system can have a 7volt Ignition coil that operates through a ballast resistor that drops the 12V supply to 7 Volts for normal running operation but has a bypass 12V supply during cranking to improve starting while cranking which is when battery voltage is lowest in the system but when best voltage is required. The output terminal on the 12V version supplies this bypass circuit.

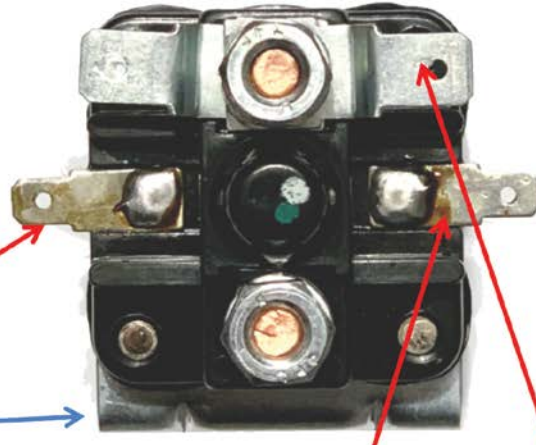
The E52-0020 has the operation coil earthed to the body of the solenoid so only one 6.3mm spade terminal is required to operate the solenoid. The second small spade terminal is an Output terminal that is supplied 12V directly from the battery when the solenoid is operated.

Connecting an earth to this terminal in the assumption it is the earth for the solenoid coil will result in a short circuit to ground!



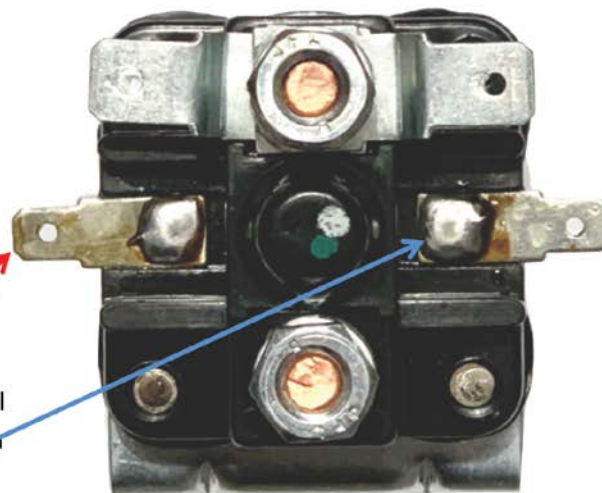
Activation terminal for solenoid coil
- the coil is grounded on solenoid
body.

12 Volt



Output terminal on 12v version that
is joined to battery +ve when the
solenoid is operated

The E52-0022 - 24Volt version is different in that the second spade terminal is the other end of the solenoid coil and needs to be earthed to operate.



24 Volt version

Activation terminal for solenoid coil
--- the solenoid coil is grounded via
the second 6.3mm terminal.