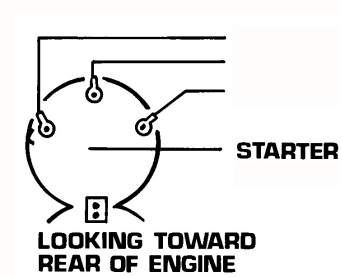
RON FRANCIS Wiring

HR-67
Hot Start Relay

It is important that the wires in this kit not be altered. Hot start problems can be caused by many situations. This kit will eliminate the most common which continue to exist even after a change of starters, solenoids etc. If your battery is not grounded to the engine block, do that now. Grounding the battery to the frame and then the engine to the frame is NOT the same.. NO OTHER WAY. Ground should be done just like a new factory car.

Although the relay is sealed, it would be best to mount it with the wires facing downward or at least facing away from splashing water. This special water resistant relay is designed to withstand high temperatures but efforts should be made to isolate it as well as possible within reach of the wires. Do not lengthen the wires in this kit.

The drawing below is the view of a standard GM starter solenoid.



<- "I" Ignition bypass post (not on all type GM starters)
<- "B" Battery post
<- "S" Starter post

If you have our Express or Bare Bonz wiring Kit

The long purple wire must run back to the panel and connects to **#3** on the panel. This will replace the same wire already supplied with our panel that connects to the "S" post on the solenoid. The short Black wire must be grounded to the engine block preferably to the same stud/ bolt that the battery is grounded to. The short purple wire runs to the small starter solenoid terminal closest to the block itself ("S" post). You just removed the original purple wire in the kit from this terminal on the panel. The short red wire is connected to the battery stud ("B" post) of the starter. The large ring terminal already installed is the correct size.

If you have our AP-97 Advantage wiring Kit

The long purple wire must run back to the panel and connects to **#44** on the Advantage panel. This will replace the same wire already supplied with our panel that connects to the "S" post on the solenoid. The short Black wire must be grounded to the engine block preferably to the same stud/ bolt that the battery is grounded to. The short purple wire runs to the small starter solenoid terminal closest to the block itself ("S" post). You just removed the original purple wire in the kit from this terminal on the panel. The short red wire is connected to the battery stud ("B" post) of the starter. The large ring terminal already installed is the correct size.

If you have an older wiring kit or do not have one of our wiring kits

If you have an older WIRE WORKS kit or did the wiring yourself, the long purple wire must run back to the neutral safety switch. This circuit will replace the existing wire from the neutral safety to the starter solenoid that is connected to the "S" post on the solenoid. The short Black wire must be grounded to the engine block preferably to the same stud/ bolt that the battery is grounded to.The short purple wire runs to the small starter solenoid terminal ("S" post) closest to the block itself. The short red wire is connected to the battery stud ("B" post) of the starter. The large ring terminal already installed is the correct size.