MEZIERE ENTERPRISES INC
COMPONENTS OF CHAMPIONS

11/14/2008
WIK-400

True Start Performance Solenoid Relay Switch Installation Instructions

Recommended Tools to do the Job:

* Appropriate hand tools to remove fasteners.
* Electrical supplies and terminating tools.
* Voltmeter (if diagnosing the starting system).
* Drill and Bits for mounting the relay

This kit Contains:

* One (1) solenoid relay
* Four (4) feet of Meziere 10 Ga. wire
* Five (5) wire termination loops/spade
* Terminal attaching hardware

Removing your Starter – Looking for Problems:

Remove electrical power. You may need to remove the starter to access the electrical connections on the solenoid. While removing the starter, pay careful attention and look for any mechanical/ electrical problems which could be corrected to avoid problems in the future. Common problems are mechanical misalignments, burned starter wiring, fastener problems, and problems with loose wire terminations and poor grounds to the engine and chassis.

Installing the True Start Solenoid Relay Switch:

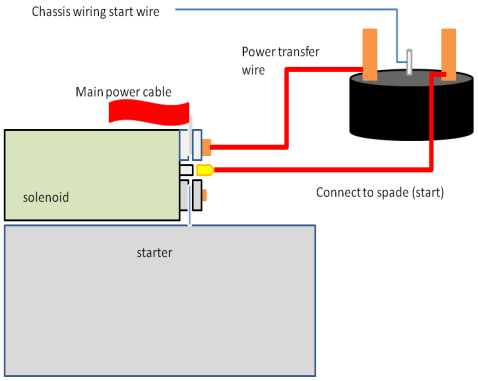
Locate a mounting surface close to the starter but away from the exhaust if possible. (4 feet of high amperage wire is included) You can move the unit up to two feet away from the starters mounting position. Make sure it is free from rust, dirt or paint. This is important. The relay grounds through the chassis where it is mounted. In addition you need to make sure your mounting location does not have the terminals pointing straight back. G forces during hard launches could possibly re-engage the starter. We suggest the terminals pointing straight up as the best possible location. Make a test fit with the WIK-400 solenoid. Mark the holes and drill. No fasteners are supplied for mounting as some builders may want to use nuts and bolts and some may use large sheet metal fasteners. Both methods are acceptable. There must be some clearance to the engine, body panels, exhaust, etc.

Wiring the True Start Solenoid Relay Switch:

The Meziere 10 gauge (red) wire will need to be connected to the large poles on the solenoid switch. Use the 5/16 loops for these connections. The main power terminal on the starter solenoid uses the 3/8 loop (on the Meziere TS400). The ¼ inch spade connector is attached to the other wire and is slipped onto the start initiate terminal on the starter. The chassis wiring that brings the low current start signal to the solenoid switch is connected to the small terminal loop on the WIK-400. This completes the connections. (See illustration) Use zip ties or other methods to secure the wiring.

Bad grounds can cause big problems:

Grounding problems can occur on perfectly maintained cars. Make sure all grounds are clean and connections are tight. Paint, rust and loose connections at grounding points can create many strange occurrences. Check them often.



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