

Tech Sheet 002

Alternative wiring options and requirements

Roadrunner starters have numerous different battery stud and switch terminal configurations, orientations and positioning on the solenoid case. Specific requirements can usually be accommodated at time of order for non-stock applications.

It maybe necessary to change cable and terminal connections on the starter harness and re-route or lengthen the harness. Be careful to avoid any moving steering and suspension components and exhaust systems. Heat shields aren't required for the starter but if the wiring harness is close to exhaust components (remember cables can sag when hot!) some heat resistant sleeving may be a good idea.

A well mounted and secured fully charged battery in good condition and with an adequate CCA rating is required. If you're unsure, get the battery tested. If you've been experiencing problems with your old starter it may be time to replace or upgrade your battery!

When fitting a roadrunner starter to an engine/vehicle originally fitted with a ballast ignition system that has been modified or upgraded to an OEM electronic HEI, MSD or similar aftermarket system, it may not be necessary to utilise the OEM ballast resistor (R-terminal) or cold start terminal wiring from the harness. Conversely if a ballast resistor or cold starter terminal or wiring connection is required on your Roadrunner Starter, please advise us when ordering and we will include the necessary wiring connection at no extra cost.

Many Roadrunner Starters are supplied with a switch terminal "pigtail" wire that must be spliced into the harness. We recommend the addition of a starter relay if one is not already installed and that all wiring and terminal connections are cleaned and are soldered as well as crimped to guard against future voltage drop issues arising.

Voltage drop is the enemy of any starter. Cabling, battery and disconnect switch gear suitability is important especially if the battery is fitted in the trunk or a distance from the starter. As a starter circuit is capable of drawing 500amps or so it is important that cabling, battery and switches are rated accordingly. While you're at it check the battery terminals and earth leads as well, and for safety and peace of mind fit a "fuseable link" at the battery +ve terminal if your vehicle doesn't have one already fitted.

Roadrunner Starters are "pre-engaged" as are most starters manufactured since the 1970's. If you are upgrading from an inertia type or Autolite "rat-trap" starter you have a choice of wiring configuration.

If you wish to retain the OEM remote solenoid and associated wiring to maintain originality, first make sure these components and connection are in sound condition. Test install you new starter and fit a wiring "link" between the starter battery stud and the starter switch terminal. If it came with the starter you can solder an eyelet terminal to the pigtail wire supplied. If making your own link remember that the combined solenoid pull-in/hold-in current can be up to 52amps so make sure the wire you use is capable of carrying the load. Connect the original starter battery cable (do not overtighten) and test the starter operation.

If you wish to to remove or by-pass the OEM solenoid and wiring, reconnect a new battery cable to the starter (do not overtighten) and run a wire from the ignition switch to the switch terminal on the starter.