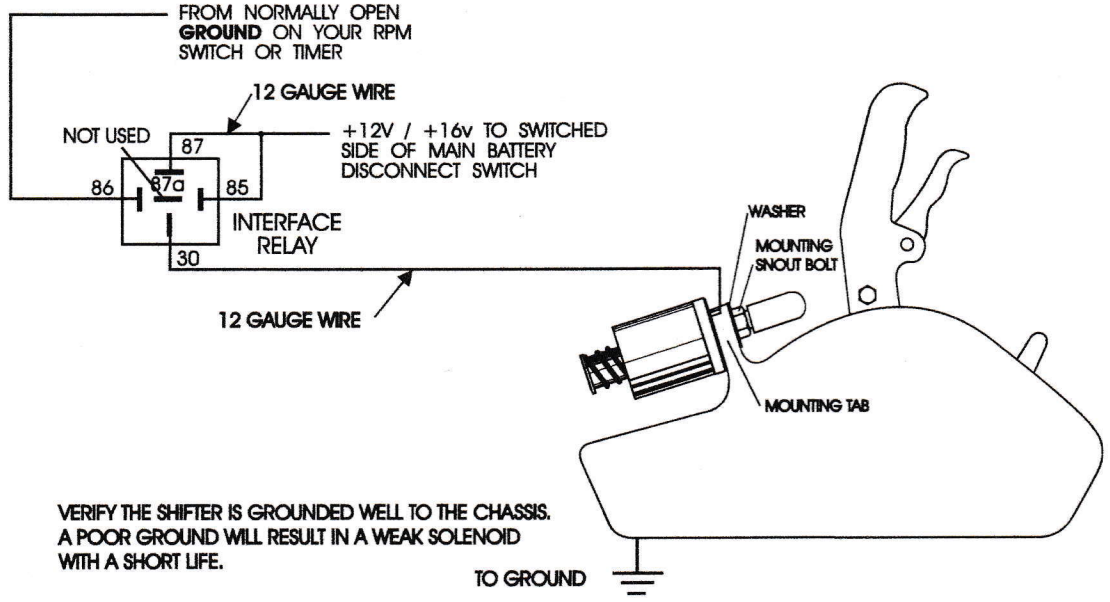
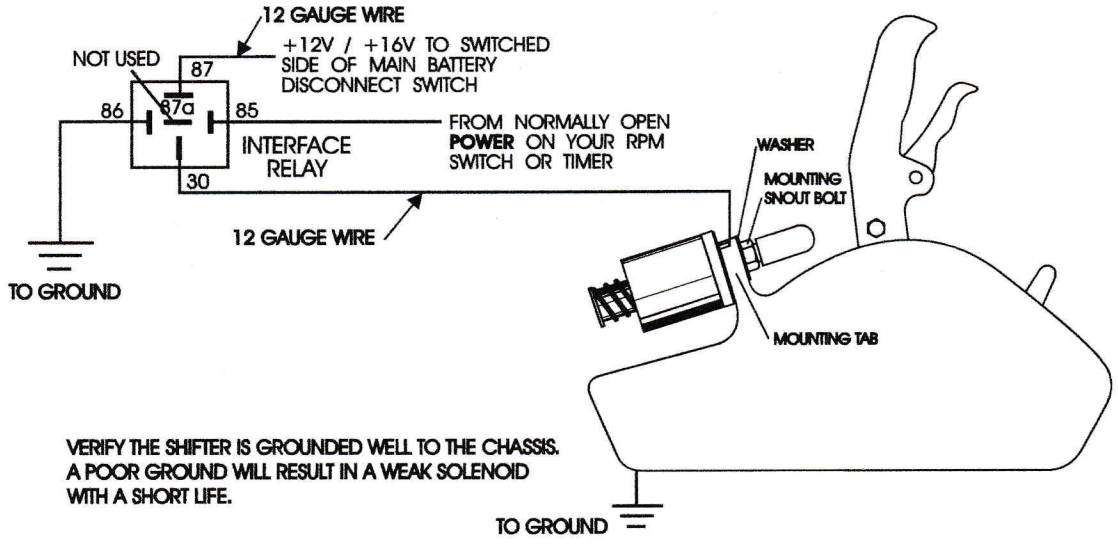
SHIFNOID WIRING DIAGRAM

FOR a B&M PRO BANDIT
with a SN5200 SOLENOID KIT

IF YOUR RPM SWITCH OR TIMER SUPPLIES "NORMALLY OPEN GROUND" (SHIFNOID OR MSD) USE THIS DIAGRAM



IF YOUR RPM SWITCH OR TIMER SUPPLIES "NORMALLY OPEN +12V HOT" (DEDENBEAR OR DIGITAL DELAY) USE THIS DIAGRAM



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INSTALLATION INSTRUCTIONS

"SHIFNOID" AUTO SHIFTER SOLENOID KIT

PART # SN5200

FOR STANDARD "FORWARD" PATTERN 2 SPEED TRANSMISSIONS USING A "B&M" PRO BANDIT SHIFTER

MOUNTING THE UNIT

The SHIFNOID solenoid mounts to the existing mounting tab on the PRO BANDIT. Place the washer on the mounting snout and while holding the solenoid on the back side of the mounting tab, place the snout through the front and tighten. The mounting snout passes through and does not thread into the existing threads in the mounting tab.

WIRING THE UNIT

DO NOT CONNECT THIS UNIT DIRECTLY TO AN RPM SWITCH. ALWAYS USE THE INTERFACE RELAY. THE RPM SWITCH MAY BE DAMAGED IF CONNECTED DIRECTLY.

Follow the wiring diagram supplied. If your RPM switch or Timer supplies "Normally Open Ground" connect the trigger wire from your device to post 86 on the relay. Supply post 87 and 85 with 12V+, through a 12 gauge wire. Connect post 30 to the solenoid.
If your RPM switch or Timer supplies "Normally Open Power" connect the trigger wire from your device to post 85 on the relay. Ground post 86. Supply post 87 with 12V+, through a 12 gauge wire. Connect post 30 to the solenoid.

ATTENTION

The attached solenoid is grounded to it's mount on the shifter, and the shifter is grounded by mounting to your car. Sometimes the shifter mounting to the car is not sufficient ground to properly complete the circuit to the solenoid and may cause weak or no solenoid activation. You may need to install a ground wire to one of the screws on the face or back of the solenoid or to the bracket, and to the chassis. Equally important is the 12 volt power supply. Run a 12 AWG wire from the switched positive side of the car's master switch to post 87 on the relay. Supplying power from the same circuit that directly powers the ignition system has caused voltage drops on cars with insufficient batteries and no alternator. The electrical equipment on many new race cars may draw more than these systems can supply. In most cases, supplying power to the relay as explained will eliminate this problem.

WARNING

Be Prepared! If you are using an RPM switch or Timer, you must be aware that at any time RFI (Radio Frequency Interference) could stop your RPM switch or Timer from activating. This in turn could cause your automatic shifter to not activate and you will need to shift manually. Always pay attention to your car and be prepared to manually shift or lift off of the accelerator to prevent the over revving of your engine. One of the best ways to protect your engine under these conditions is to also install some type of over rev control so that the engine cannot reach an RPM beyond it's safe limits. Please read the enclosed information on RFI included with this kit.

QUESTIONS?

If you have questions or concerns on the installation or use of this product, do NOT contact the retailer where you purchased the kit. Most retailers are not equipped to help you with in depth tech questions. SHIFNOID LTD. has arranged for all tech and warranty to be handled by it's distributor:
CONTENDER PERFORMANCE PRODUCTS INC. Phone: 740-281-0136
www.contenderperformance.com