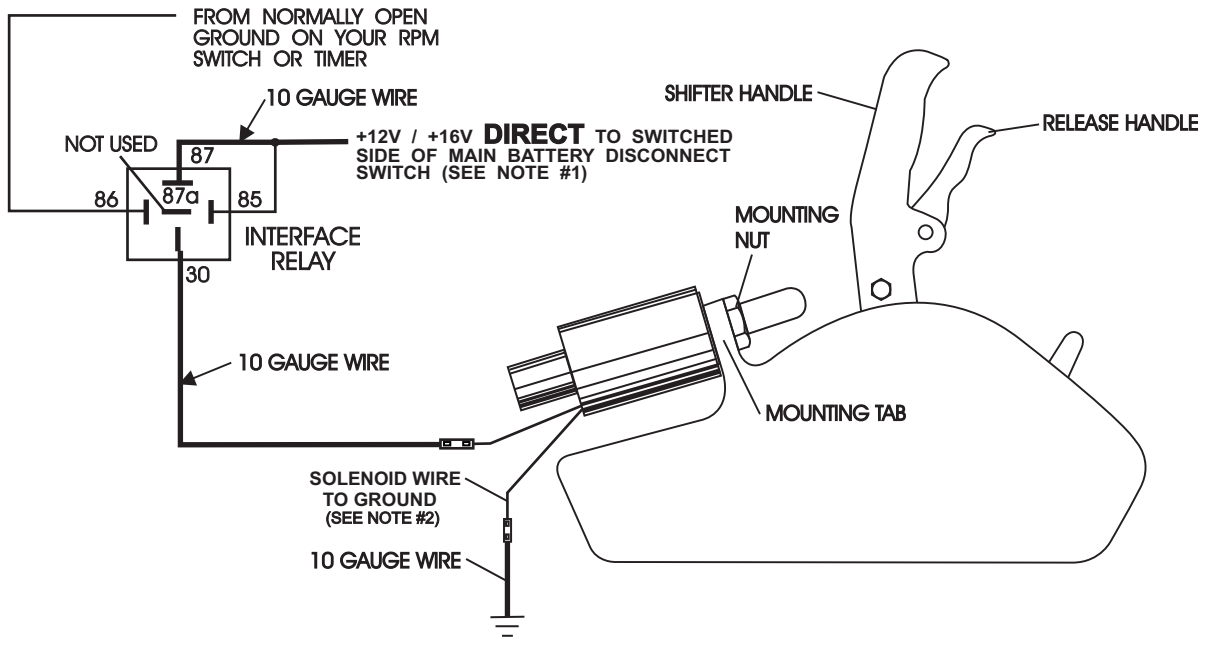
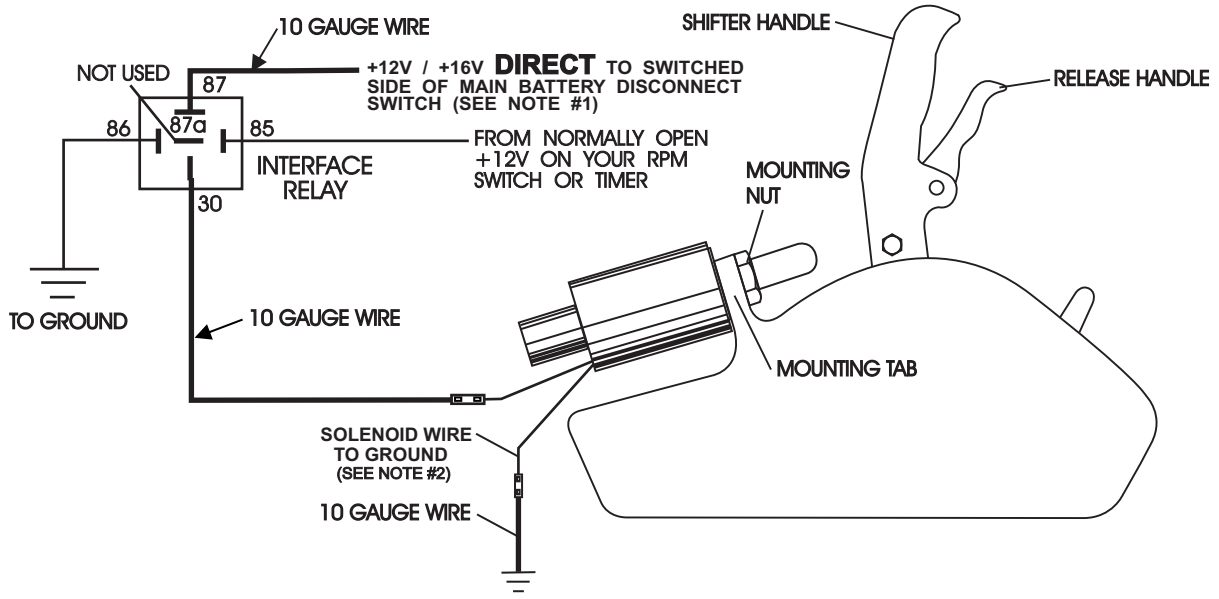
SHIFNOID WIRING DIAGRAM

FOR a B&M PRO BANDIT
with a SN5250 - SN5275 SOLENOID KIT

IF YOUR RPM SWITCH OR TIMER SUPPLIES "NORMALLY OPEN GROUND" USE THIS DIAGRAM



IF YOUR RPM SWITCH OR TIMER SUPPLIES "NORMALLY OPEN +12V HOT" USE THIS DIAGRAM



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INSTALLATION INSTRUCTIONS
"SHIFNOID" AUTO SHIFTER SOLENOID KIT
PART # SN5250 / SN5275
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. Screw the solenoid into the mount until snug, then back out to place the solenoid in the upright position. Install the lock nut from the front and tighten, or a drop of mild thread sealer may be used on the solenoid threads.

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 10 gauge wire. Connect post 30 to either solenoid wire. Connect the other solenoid wire to a good ground.
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 10 gauge wire. Connect post 30 to either solenoid wire. Connect the other solenoid wire to a good ground.

****Note #1: This wire must go direct to the switch side of the main battery disconnect switch. Do NOT connect to the main power line feeding the balance of the car. Connecting to the main power line feeding the balance of the car can cause a destructive voltage drop when the other components are drawing current, resulting in a weak and damaged solenoid.**

****Note #2: The quality of the ground is critical. Verify the ground wire is grounded well to the car. If extending the wire, use 10 gauge wire. A "weak" ground will result in a weak and damaged solenoid.**

ATTENTION
THE POWER SUPPLY IS CRITICAL TO THE RELIABLE OPERATION OF THE HIGH CURRENT SOLENOIDS. RUN A 10 AWG WIRE FROM THE SWITCHED SIDE OF THE CARS MASTER SWITCH TO POST 87 ON THE SUPPLIED 80 AMP RELAY. DO NOT USE RELAYS BUILT INTO SWITCH PANELS, DELAY BOXES OR RPM SWITCHES. SUPPLYING POWER FROM THE SAME FEED THAT SUPPLIES THE BALANCE OF THE CAR COULD AFFECT OTHER COMPONENTS ON THE CAR AND WILL VOID THE SOLENOID WARRANTY. Do not supply power from the same circuit that directly powers the ignition system and other components. This will cause voltage drops that may affect the car's electrical system. The electrical equipment on many race cars may draw more than these circuits can supply. 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.

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:

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