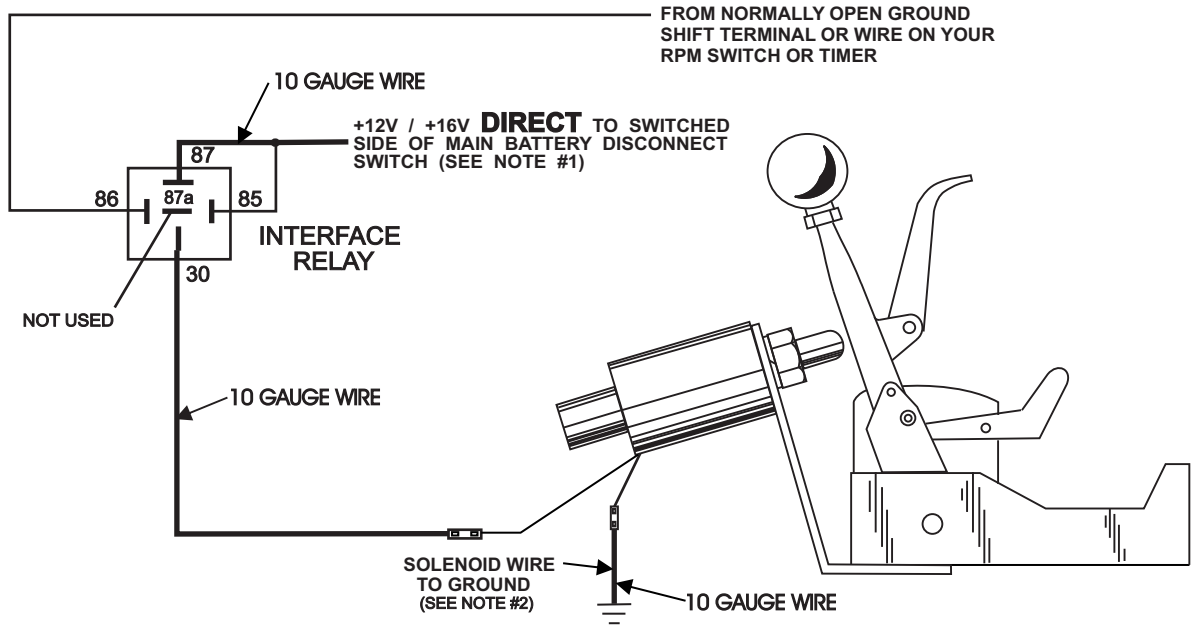
SHIFNOID WIRING DIAGRAM

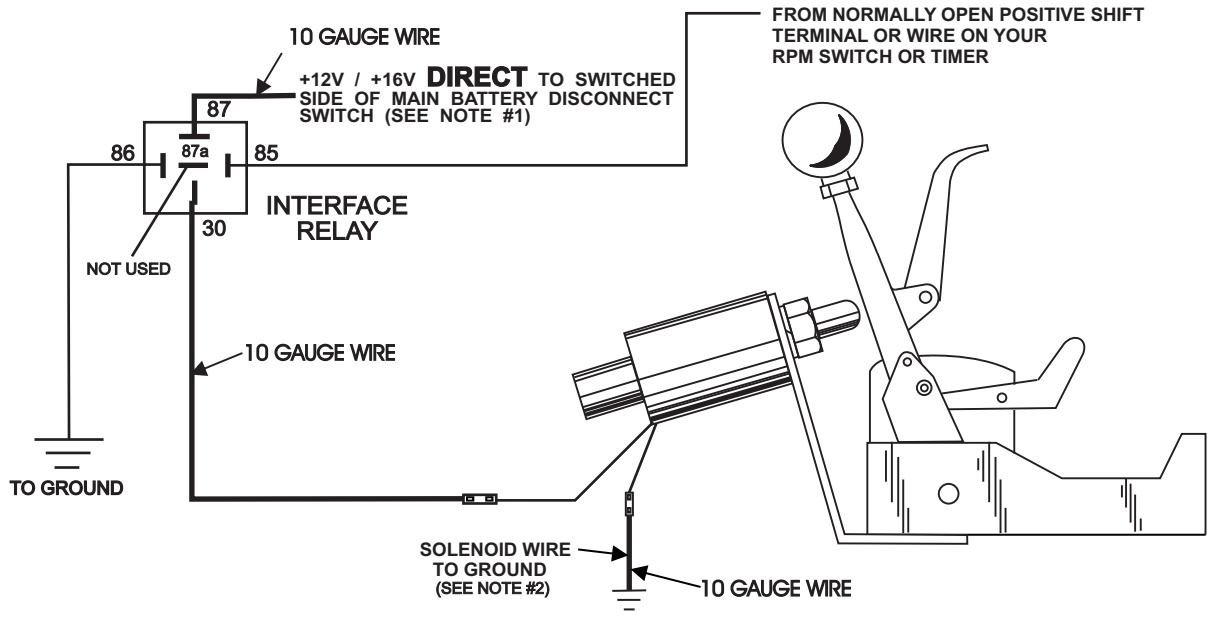
SN7600 SOLENOID SHIFT KIT

Fits Forward Pattern Two Speed Transmission Using a HURST QUARTER STICK, B&M PRO STICK, TCI OUTLAW or TCI THUNDER STICK SHIFTER

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



IF YOUR RPM SWITCH OR TIMER SUPPLIES "NORMALLY OPEN HOT" (DEDENBEAR, DIGITAL DELAY, etc.) USE THIS DIAGRAM



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INSTALLATION INSTRUCTIONS
"SHIFNOID" HEAVY DUTY AUTO SHIFTER SOLENOID KIT PART # 7600

FOR STANDARD "FORWARD" PATTERN 2 SPEED TRANSMISSIONS USING A "HURST" QUARTER STICK,
"B & M" PRO STICK, "TCI" OUTLAW OR "TCI" THUNDER STICK SHIFTER

MOUNTING THE UNIT

Remove the rear bolts that mount the shifter to the floor. Place the bracket underneath the rear of the shifter. Select the slots in the bracket that best line up with your shifter and replace the shifter mounting bolts. Before retightening the bolts place the shifter in first gear. Verify there is a 1/8" to 1/4" gap between the shifter handle and the solenoid plunger. Slide the bracket as needed to achieve this gap. If the gap is not within this range, the plunger rod will have to be modified. The plunger rod is internally adjustable. To change, push the plunger all the way forward and grab the plunger rod behind the rubber tip with pliers to prevent it from turning. While holding the rod, unscrew the rubber tip. This will allow the entire plunger and rod to slide out the rear of the solenoid. While holding the plunger, loosen the lock nut and screw the plunger rod into or out of the plunger as needed. Retighten the lock nut and reassemble the solenoid.

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 positive voltage through a 10 gauge wire. Connect post 30 to either solenoid wire. Connect the other solenoid wire to a good ground. There is no polarity on the solenoid wires. 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 positive voltage, through a 10 gauge wire. Connect post 30 to either solenoid wire. Connect the other solenoid wire to a good ground. There is no polarity on the solenoid wires.

****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 of 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 its 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 its distributor:

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