

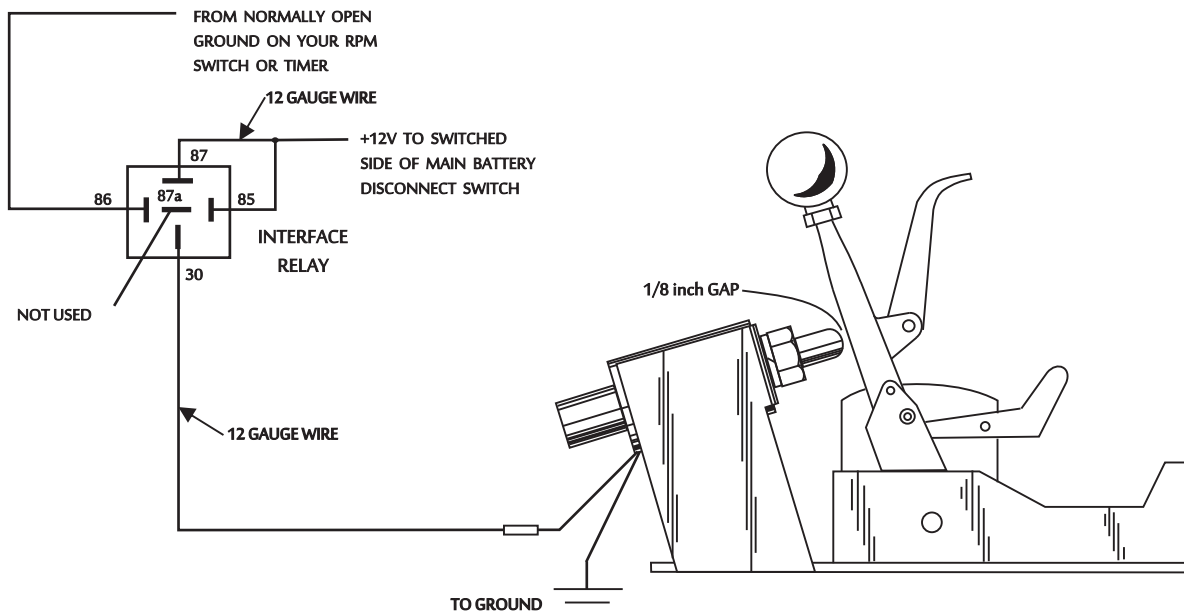
SHIFNOID WIRING DIAGRAM

FOR a HURST QUARTER STICK or a B&M PRO STICK

with a SN7000 SOLENOID SHIFT KIT

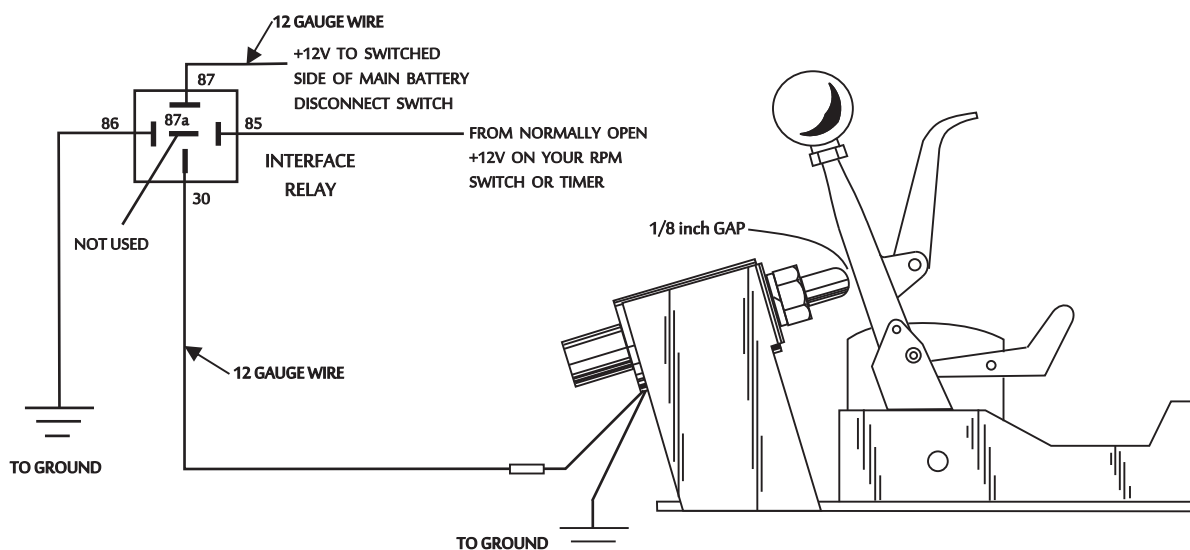
IF YOUR RPM SWITCH OR TIMER SUPPLIES "NORMALLY OPEN GROUND"

(SHIFNOID OR MSD) USE THIS DIAGRAM



IF YOUR RPM SWITCH OR TIMER SUPPLIES "NORMALLY OPEN +12V"

(DEDENBEAR OR DIGITAL DELAY) USE THIS DIAGRAM



INSTALLATION INSTRUCTIONS

“SHIFNOID” AUTO SHIFTER SOLENOID KIT

PART # SN7000

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

MOUNTING THE UNIT

Remove the bolts that mount the shifter to the floor. Place the bracket underneath the shifter. Select the holes in the bracket that best line up with your shifter and replace the shifter mounting bolts. Retighten the bolts.

Place the shifter in first gear. Verify there is a 1/8” to 1/4” gap between the shifter and the solenoid plunger.

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 or larger 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 12V+, through a 12 gauge or larger 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.

ATTENTION

Important is the 12 volt power supply. Run a 12 AWG or larger wire from the switched positive side of the car’s master switch to post 87 on the relay. If you are using 16 volts, step all wires sizes up to 10 AWG. 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:

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