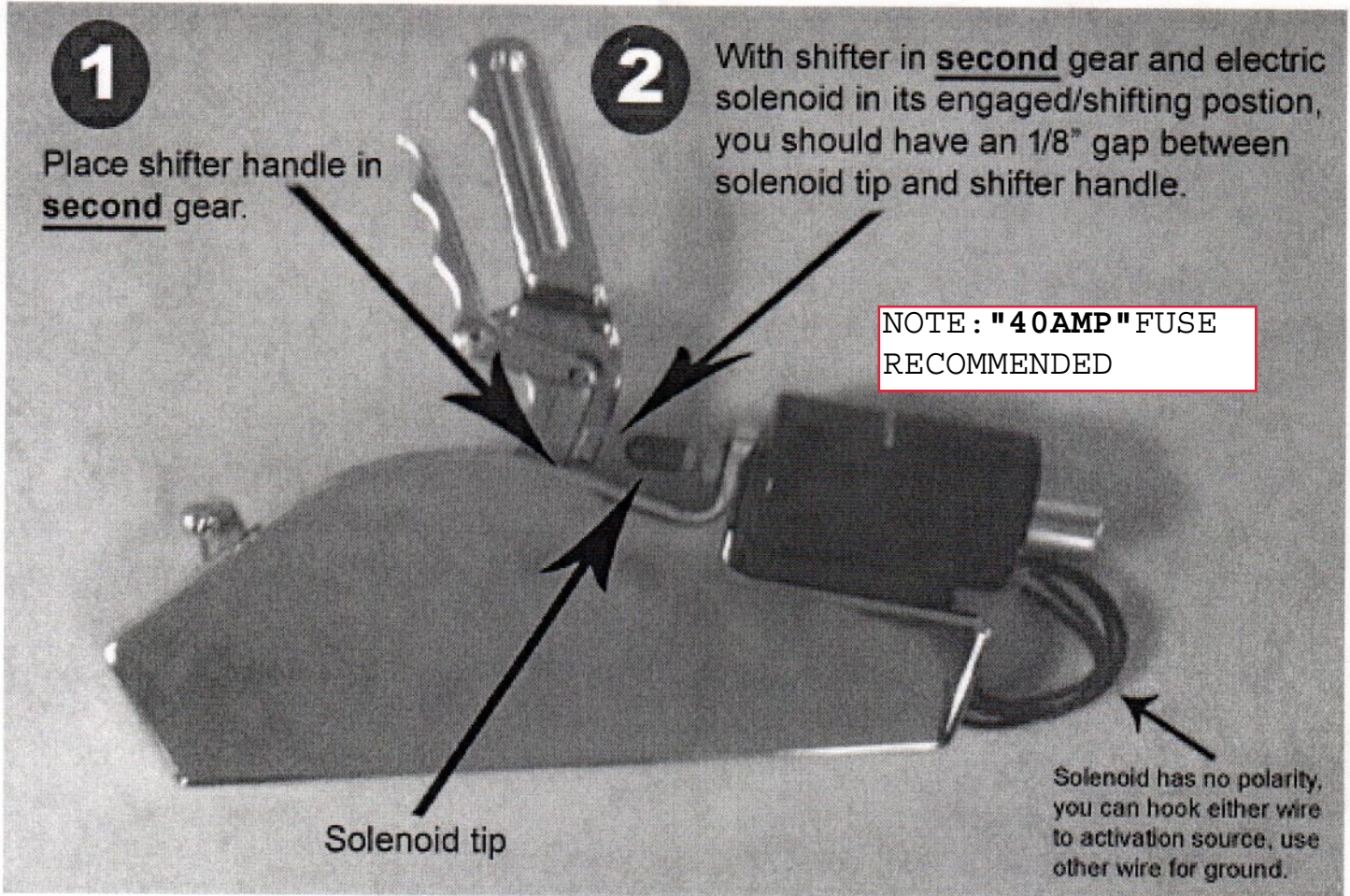
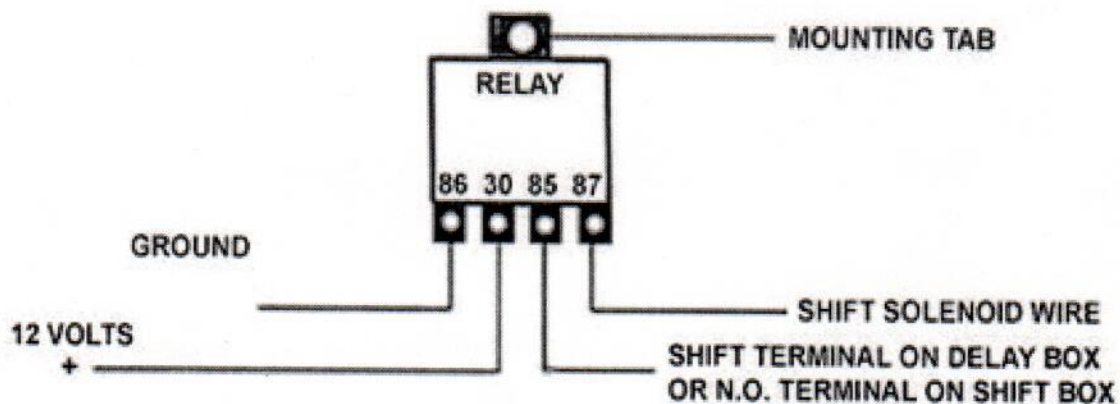


PRO OUTLAW & PRO BANDIT ELECTRIC SHIFT SOLENOID

PART# PB-ELECSOL

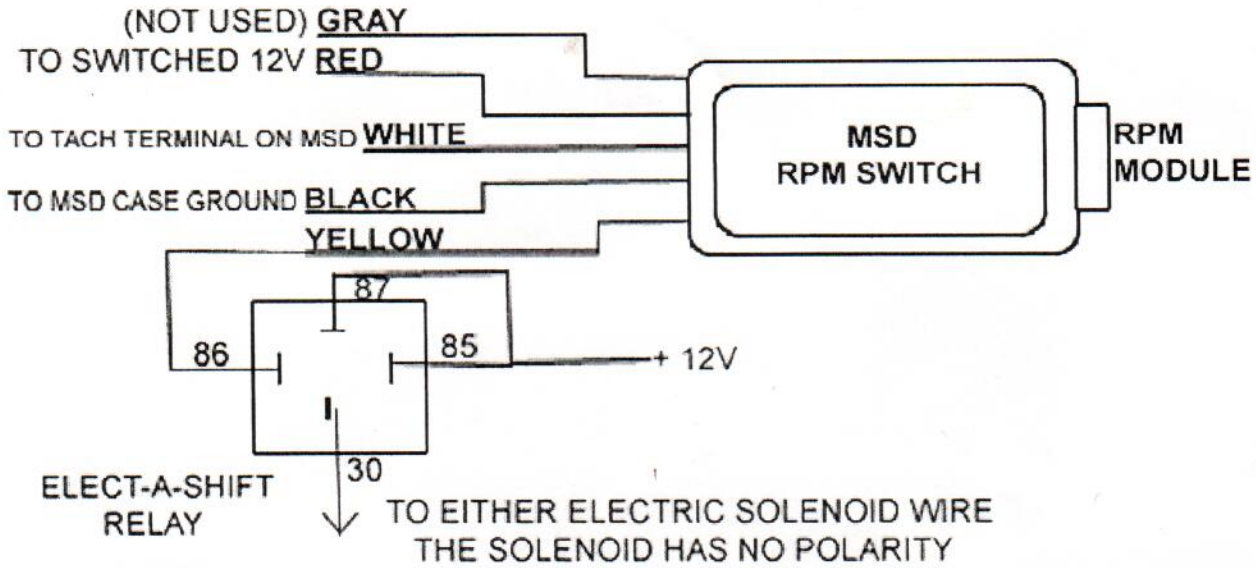


When hooking up this solenoid to a Biondo delay box or one of Biondo's shift boxes, follow this diagram.

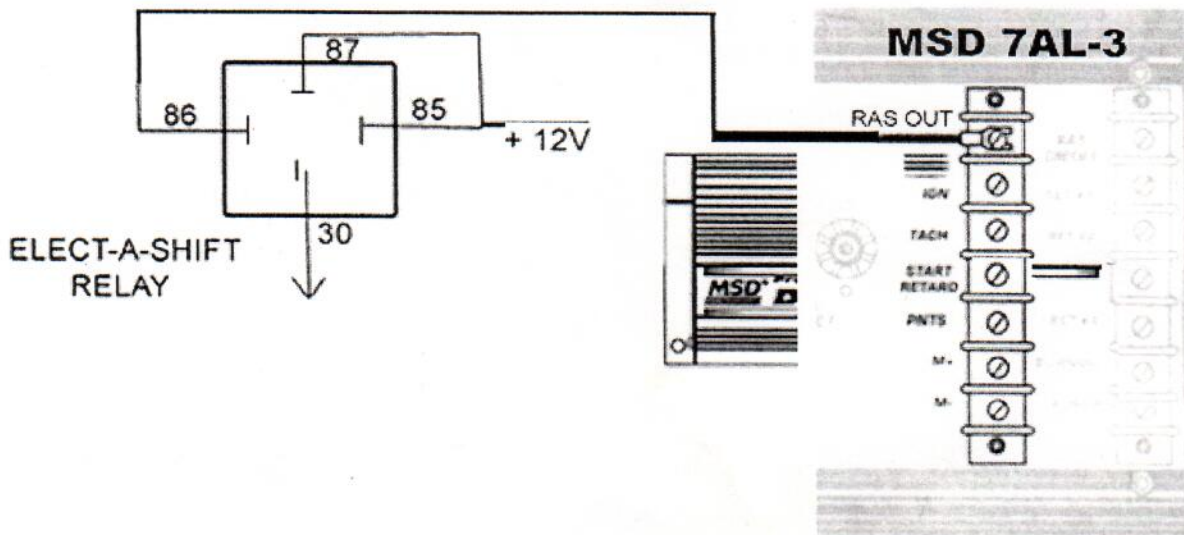
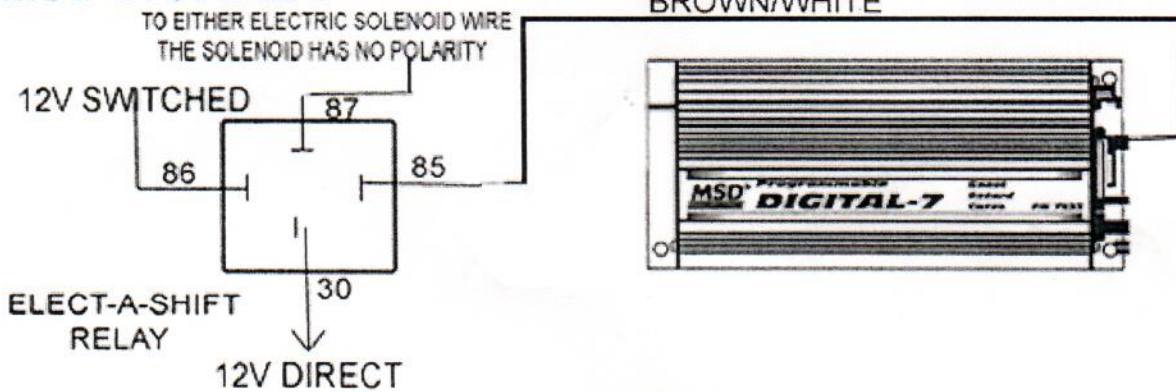


* The supplied relay must be used. Please refer to the specific instructions provided with your activation box, ignition box, or delay box for wiring. Below are some popular applications. *

MSD RPM SWITCH



MSD DIGITAL 7



IMPORTANT TIPS

WIRING A TWO WIRE ELECTRIC SOLENOID

(high amp/ push type solenoid)

Many electric solenoids used on today's race car shifters draw high amprage. Common wiring MISTAKES tend to show up as technical issues. Proper wiring and installation will make your solenoid more reliable and last longer.

High amp solenoids, typically solenoids that do not use a spring to do the shifting may draw from 24 to as mush as 40 amps (on a spike). because of this amperage requirement, it is VERY important to supply sufficient POWER and GROUND to avoid a weak or overheating solenoid.

It is VERY important that this style of solenoid be activated by a NORMALLY OPEN circuit (N.O.) from your RPM switch or timer. Through a relay, they can be activated by a N.O. Ground or N.O. power. Refer to the instructions specific to your brand and model.

For a HIGH AMPERAGE TWO WIRE solenoid installation:

Always use a relay of correct size and supply a 12 volt wire, A MINIMUM OF 10 AWG from a suitable power source to a relay line terminal and from the relay load terminal to the hot wire on the solenoid. For the additional wires needed on the relay, refer to the instructions specific to your make and model.

The (voltage) SUPPLY WIRE should originate from the switched side of the battery disconnect switch. Running this wire from a typical fuse block, stud, or power supply point will many times BE A PROBLEM, and will cause the solenoid to activate with less "hit". These power supply points may not be capable of supplying the needed amperage when everything on that point is activated at the same time. On a two wire solenoid , ground the remaining wire (TYPICALLY BLACK) to a GOOD chassis ground. All though we would recommend running the ground direct back to a battery ground. Also, wire the relay as CLOSE to the shifter as possible. (typically 10-20 inches)

IMPORTANT:

DO NOT HOOK THIS SOLENOID UP TO N.C.(NORMALYY CLOSED) OR CONSTANT POWER... IT WILL BURN UP