Wiring of your harness

In the pics you are looking at the harness that plugs into the solenoid pack on the **PASSENGER** side of the transmission. OBS trucks can remove whole harness and work on a bench. SD trucks have to do it under the truck, I recommend pulling it over to the drivers side. In the center picture is the **back** side of it, notice the empty hole on the with no wire coming out of it on the right and the red wire all the way on the left. Cut your harness wires about 3-4 inches from the plug one at a time and wire accordingly. You will connect the **FEMALE** supplied weather pack plug to the wires going to the solenoid pack (transmission end) and the **MALE** end will connect to the harness end (going back to the PCM). Be sure to use a good connection here! Use the supplied heat shrink connectors to wire in. I recommend doing **ONE** wire at a time on each male and female connector when you wire in the weather pack plugs to keep them in the right place and not mix them up.

*****BE CAREFUL NOT TO PULL ON THE WIRES OF THE SUPPLIED WEATHER PACK CONNECTORS!!!! THEY CAN PULL OUT AND BE A PAIN TO RE-PIN!! PULL DIRECTLY ON THE PLUGS THEMSELVES WHEN DISCONNECTING*****

LOOKING AT THE **BACK** OF YOUR TRANSMISSION SOLENOID CONNECTOR

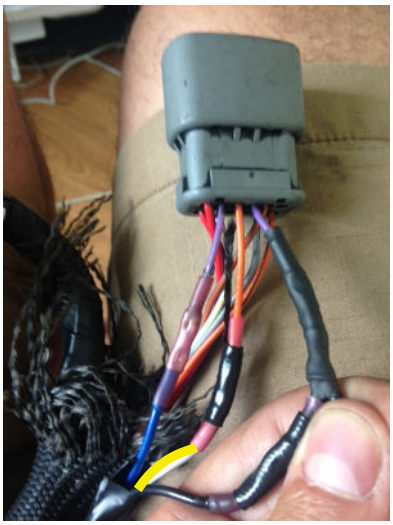
-The 2nd wire over from the left gets the blue wire from the female weather pack attached.

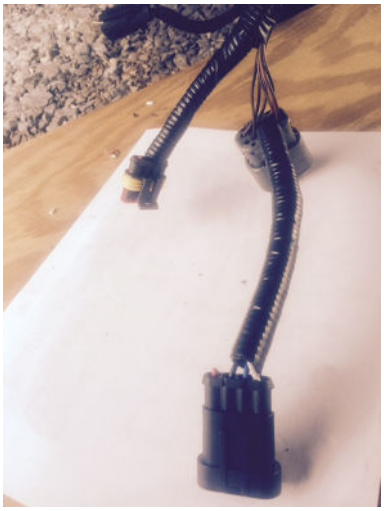
-The 3rd wire over from the left gets the yellow wire from the female weather pack attached.

-The 4th wire from the left gets the black wire from the female weather pack attached.

(The empty space in the factory plug is considered #6 position for reference.)

The shift box male plug will then plug into the female plug you just wired. There is a ground wire coming off the box itself that needs to be chassis grounded for the box to work, I use a trans pan bolt here. Then you can plug the stock harness back into the transmission solenoid pack and its ready to go!





Wiring of your harness

The black wire coming out of the shift box harness needs to be grounded chassis ground for the box to work. I use a bolt on the transmission pan but you can ground to frame/body also.

REMINDER: The harness end (going back towards the PCM) gets the MALE weather pack plug wired in reverse of what you did on the transmission solenoid pack end. Be sure to use a good connection here!!!

* To test shift box I recommend using low range in a 4x4 so you can get the hang of it without having to go fast.

After you are done pulling or racing I recommend you put the box back to “PCM MODE” and drive back to the pits/trailer and **make sure you reset the box** for the next round/ pull in the positions you want. I usually flip it to PCM mode after I let off the throttle at the track that way I'm not stressing things by being in too high of a gear when I cruise back to the pits.

DISCLAIMER:

This "box" is for competition use only such as drag racing and sled pulling, in NO WAY is it to be used on the street! The guys who are going to want this are going to be using it because they want to control the shift at the track for the track condition. It is meant to be used in a WOT state. The PCM mode will allow you to drive the truck like normal on the street without having to wire in the box overtime you want to pull/race. In no way should you ever switch between PCM mode and manual mode while on the street...EVER.

I, OR YOU TRANSMISSION BUILDER WILL NOT BE HELD RESPONSIBLE FOR TRANSMISSION DAMAGE CAUSED BY MIS-USE OF THIS BOX IT HAS BEEN WORKING GREAT IN TEST TRUCKS FOR THE PAST COUPLE YEARS.