

Installation Instructions for 62300 Solenoid Shift Kit

Testing the solenoid (Bench Test):

Before installation check the solenoid for proper operation. Using a standard 12 volt car battery; connect the Red wire lead from the solenoid to the positive(+) post on the battery. Depress the plunger on the solenoid and hold down. Connect the Black wire lead from the solenoid to the negative(-) post on the battery. The solenoid should now be locked in the down(compressed) position. **CAUTION!** The solenoid is spring actuated and is under tension. To fire the solenoid; Remove the Black wire lead ONLY from the battery. If the solenoid locks into position with ground and fires with ground taken away the solenoid is good.

Installation Instructions for Solenoid Shift Kit:

1. Disconnect the negative(-) battery cable.
2. Remove the shifter cover.
3. Remove the fasteners that retain the shifter to the floor or mounting pad. Note: the cable does not need to be removed or disconnected.
4. Insert the solenoid mounting bracket between the floor or mounting pad and the shifter base.
5. Attach the shifter to the bracket or mounting pad and floor utilizing the existing holes. Tighten fasteners.

NOTE: Minor bracket modifications may be required when using with a B&M Prostick or a Hurst Quarter Stick II with rear exit cable shifter.

6. Attach the solenoid to the mounting bracket in the appropriate location by utilizing the spacers, bolts and nuts as described in [Figure 1](#) on the next page. Tighten fasteners.
7. Place the shifter in the second gear position. While holding the plunger on the solenoid, turn the adjusting nut on the bottom of the solenoid for 1/16" air gap between the plunger and the stick.

Wiring Instructions:

1. All wiring should be done with a minimum of 18ga. automotive grade wire, JEGS 555-108xx series wire or equivalent.
- 2a. If you intend to use a manually activated switch, connect the Red wire lead from the solenoid to a switched 12 volt source, and the black wire lead from the solenoid to a NC (normally closed) switch that is momentarily open when activated. The manually activated switch must be grounded.
- 2b. If you intend to use an RPM activated switch, refer to [Figure 2](#) & [Figure 3](#) on the next page.

NOTE: The solenoid must be energized for the shifter to remain in first gear.

Operating the Solenoid

1. Place the shifter in first gear (this position should cause the solenoid plunger to be depressed and locked).
- 2a. When utilizing a manually activated switch, then at the desired speed or RPM, press (open) the switch thus de-energizing the solenoid which moves the plunger outward. This will shift the transmission from first gear to second.
- 2b. When utilizing an RPM activated switch, refer to the switch manufacturers' installation instructions for solenoid activation in conjunction with [Figure 2](#) on the next page.

Troubleshooting:

The solenoid will not lock into position:

1. Check to make sure when the shifter is placed into first gear it depresses the plunger all the way.
2. Make sure the solenoid has at least 11 volts.
3. Check to make sure there is good ground connections on the manual/RPM switch.

The solenoid fires but car wont shift into second:

1. Check the air gap noted in step 7 above.
2. Make sure you can manually shift the transmission into second.
3. Check the shifter cable/transmission arm adjustment.



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Use these holes for all 3-speed transmissions

Use these holes for 2-speed Powerglide

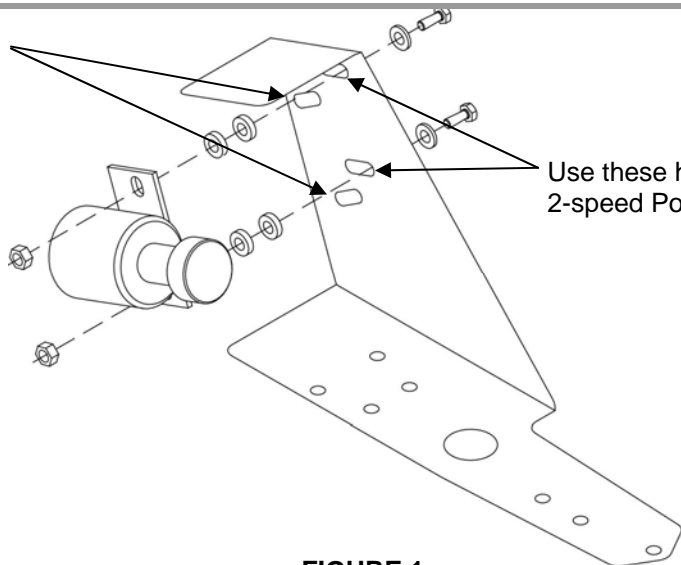


FIGURE 1

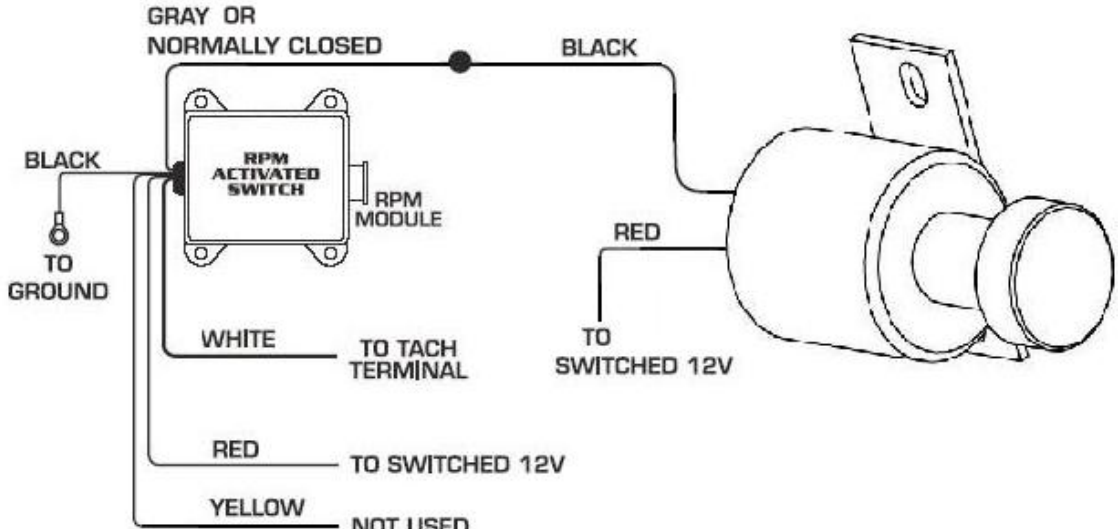


FIGURE 2

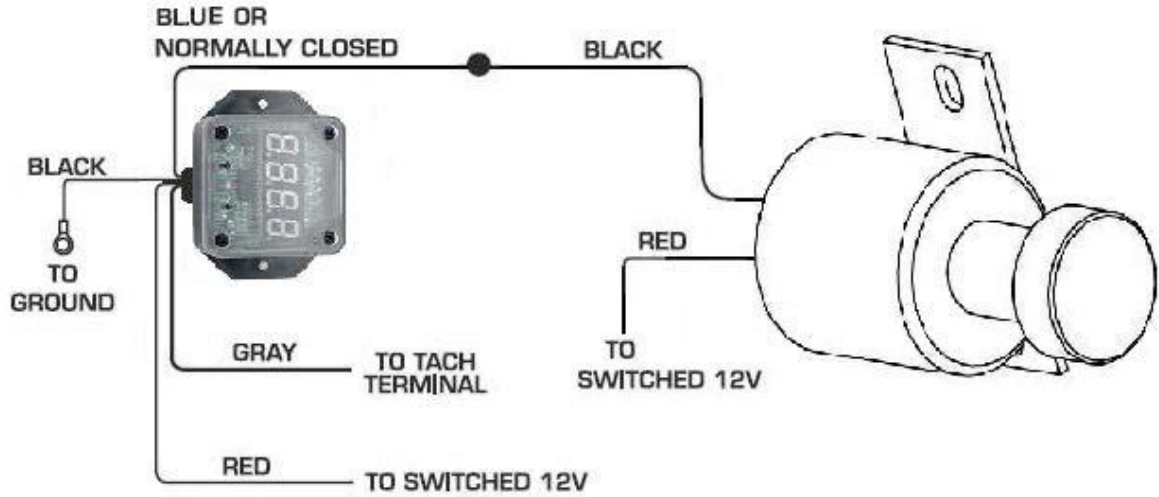


FIGURE 3

(Diagram for JEGS 555-40822)



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