

SPT-R / MAC / MAC-TB / MVB / MVB-TB Supplement Instructions

This VB requires an electric switch be installed inside the cabin of the vehicle for proper operation. The suggested wiring method is to use the supplied case harness similar to (Fig1).

- MVB/MAC/SPTR (NO TB) Drill a single 5/16" hole in the case anywhere between the dots shown in (Fig2). MVB/MAC (w/TB) drill 11/32"

TIP: Use a vacuum to collect the shavings as you drill

- Smear a dab of oil onto the plug. Insert wired plug from either top or bottom side of transmission. Message the plug through the hole best you can, then using a pair of pliers, gently finish pulling the exposed plug through the hole.

- Install the valve body per the supplied instructions leaving out one bolt near the drivers side rear corner

- Finish by securing the ring terminal (BLACK WIRE - Ground) of the rear solenoid to the bolt previously mentioned.

- Connect the switched wire (RED WIRE – 12v+) to the rubber plugged wire assembly (Quick-Link instructions below).

To complete the switch wiring you will need roughly 6ft of 14 - 20 gauge wire, butt splice or spade connectors, and a typical on/off switch of your desire. Mount the switch in the cabin within reach. It is recommended the supply voltage be a fused KOER source with a max of 10A fuse. Voltage should be powered when the key is in the run/on position only to prevent battery drain when not in use. Power one terminal of the switch with 12v+ and the other terminal with solenoid wiring. If the switch is lighted, be sure to wire it according to your desire.

OVERDRIVE: Rear Solenoid

*RED wire, see wire notes below

A 12v on/off switch is required to toggle OD.

SPT-R / MAC: With switch ON, OD upshift is canceled or forced to downshift to 3rd.

When OFF, OD will engage as normal depending on road speed.

MVB: OD functions are only active with gear selector in 3rd. With switch OFF, OD upshift is canceled or forced to downshift to 3rd. When ON, OD will engage

TRANSBRAKE (MAC-TB / MVB-TB only): Front Solenoid

*BLACK wire, see wire notes below

A 12v MOMENTARY switch is required to operate the TB.

TB will only apply in 1st gear as a safety precaution. Practice is required to get used to the brake apply and release timing. Staging with the TB activated increases trans temperatures very quickly. **PLEASE NOTE:** Most SPT valve bodies do not require the TB be activated for reverse, some exceptions may apply (ie, reverse patterns, custom valve bodies, etc). It is highly discouraged to shift from 4-2 without turning OFF the OD switch to engage 3rd first. This practice prevents accidental 2-4 upshift (skipping 3rd).

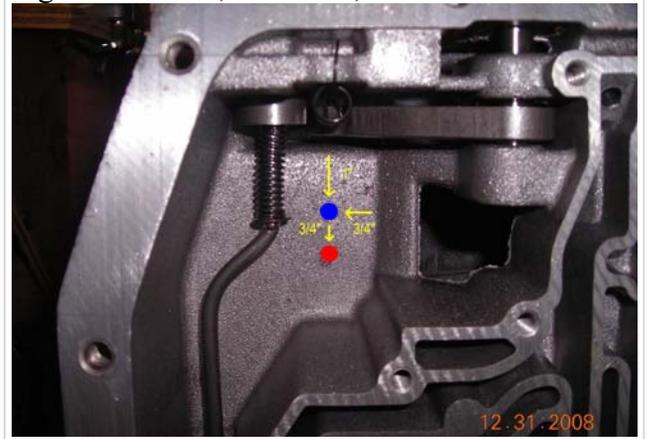
The TB solenoid is secured with an additional bracket (Fig 3) – this bracket is zip tied to the location. Install tight against the solenoid with a vb bolt

***WIRE NOTES:** The harness plug supplied typically comes with WHITE, or BLACK, or both (TB units only). Wire color may vary on some units. Please note the location of the solenoid (OD;rear, TB;front) and wire accordingly.

Complete solenoid(s) wiring as described here:



Fig 2 – 1" down, 3/4" over, 3/4" between



Installation Instructions for Rostra's Quick-Link

- Strip the transmission wire harness to 3/8" (9.5 mm) length. Use the grip portion of the connector as a guide.

WIRE HARNESS
- Slip the screw cap over the portion of the wire harness just stripped.

SCREW CAP
- Insert the stripped wire into the center of the metal sleeve on the connector as shown.

METAL SLEEVE
- Screw the cap into the connector until they are flush. Installation is complete.

NOTE: If the strip length is too short, the connector will not function properly. The stripped portion of the wire must extend beyond the locking mechanism.

NOTE: Proper strip length is critical.

Fig 3

