Switched Shifter Instructions (B&M Gated Shifter)

Thank you for choosing our Switched Shifter. We recommend you read through these directions entirely before starting the installation. If you have any questions or if there are any problems with your installation kit, please contact us.

MPT Switched Shifter	
Tools & Materials Required	• Wire strippers • Crimping tool or a soldering iron • Electrical tape • Heat gun or hair dryer
Included with the kit	• All B&M components (Refer to the B&M Instruction manual for the full list) • 3 sections of heat shrink • 2 butt connectors • 1 ring terminal
Switch Position	• UP = OFF • DOWN = ON
Wire Color Reference	**TOP SWITCH (RED)** **BOTTOM SWITCH (BLUE)** **GROUND (BLACK)**

Step 1:
Disconnect battery terminals.

Step 2:
Decide what switches you would like to assign to overdrive and lockup. Then refer to the table above for their corresponding wire color. We like to set lockup as the top switch and overdrive as the lower switch.

Step 3:
Run the black wire to a location with a known good chassis ground. We recommend grounding to your shifter mount to shifter hardware. Cut the wire to length. Crimp the supplied ring terminal to the wire. Secure the ring terminal to a good chassis ground.

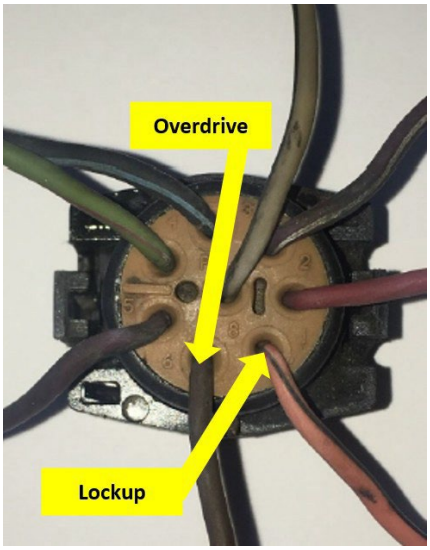
Now run the blue and red wires down to the **8-pin 47RE/48RE** or **3-pin 47RH** connector on the driver's side of the transmission.

Step 4:
Unplug the 8 or 3 pin harness from the transmission and clean off the back side of the connector so you can read the pin numbers. Use the following image as a guide for power to find the lockup and overdrive pins. **Do not go by wire color as they have changed over the years.**

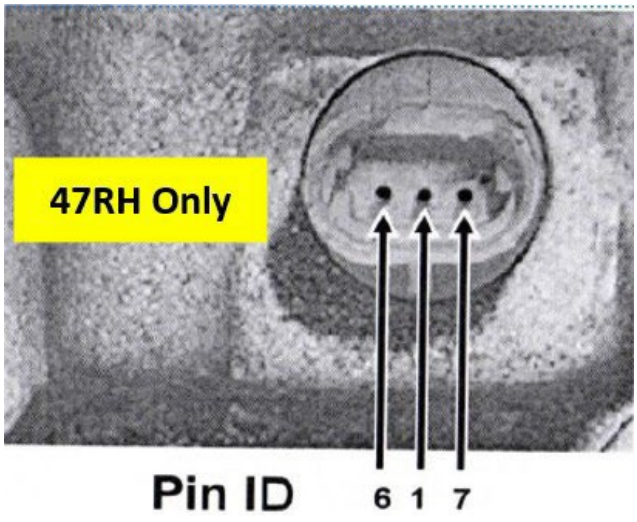
Transmission Wiring ID

- **Pin 1** Is +12V Ignition On Power (***MANUAL VALVE BODY ONLY*** - You must run independent 12-volt ignition on power supply)
    - This is required because the governor pressure solenoid and transducer are disabled in a full manual valve body, so the truck will no longer supply power to the existing pin 1 line.
    - If installing this shifter with an Automatic valve body, **DO NOT ALTER PIN 1.**
- **Pin 6** is Overdrive
- **Pin 7** is Lockup

47RE & 48RE Valve Body Connector



47RH Valve Body Connector



Step 5:

FOR MANUAL VALVE BODY APPLICATIONS

Cut the existing truck side harness wires **1, 6 AND 7.** Be sure when cutting these wires that you leave at least 2" protruding from the 8 pin case connector so we can make connections from the shifter.

Tuck the truck side harness wires up and out of the way.

Connect the red and blue wires that come from the shifter to pin 6 and pin 7 with individual butt connectors and heatshrink. These are ground connections coming from the shifter that independently control your lockup and overdrive functions. For manual valve body applications, do not splice into the factory harness. Connect the red and blue wires to the transmission connector ONLY. Ensure that the wiring is properly routed and not going to rub the front driveshaft or shifter linkage.

FOR AUTOMATIC VALVE BODY APPLICATIONS

2003-2007 trucks

- Solder a 33 ohm resistor in line with the red and blue wires – both wires need a resistor installed in order to keep your transmission from going into limp mode.
- **Splice** into the factory transmission harness wires that go to pin 6 and 7. Connect the red and blue wires in the manner you want the switches to operate.
- Pin 1 does not need to be altered

1994-2002 Trucks

- **Splice** into the factory transmission harness wires that go to pin 6 and 7. Connect the red and blue wires in the manner you want the switches to operate.
- **Jump the transmission relay under the hood.** This will keep the transmission from going into limp mode.
- Pin 1 does not need to be altered.

When splicing into the factory transmission harness, the vehicle will still shift into lockup and overdrive per factory shift schedule. Splicing into the factory harness will not allow full control of overdrive and lockup schedule, it will only allow earlier command than factory the factory shift schedule.

Step 6:

Raise the rear axle off of the ground and secure on jack stands. Start the truck and shift into 3rd gear. Verify first that overdrive works, now verify lockup works.

If there is a problem, check all of your connections thoroughly and ensure you have ignition on power at the transmission and ground signal with a multimeter. If you are sure everything is connected correctly and you are still having problems, please give us a call and we will be more than happy to help you.

FINISHED!

Enjoy your new Switched Shifter & thank you again for choosing Muldoon's Performance Transmissions!