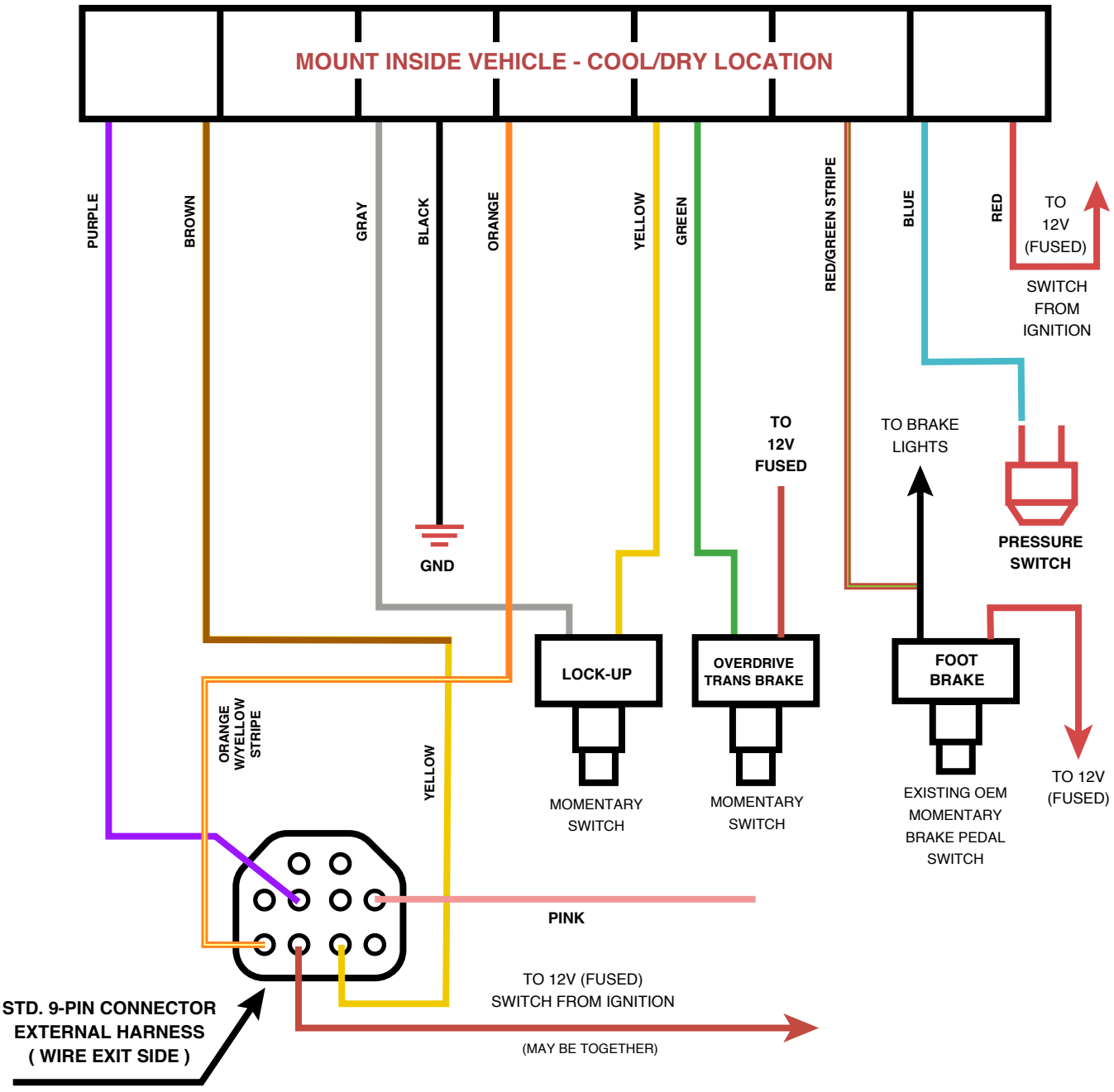
4STB-E AUTO RESET RELAY CONTROLLER - "B"

WHITE WIRE

FOR OVERDRIVE W- LOCK-UP & TRANS-BRAKE (ONE BUTTON)
(WITH FOOT BRAKE LOCK-UP DISABLE)

8 PACK RELAY



NOTE: IN THE EVENT THAT THE WIRE COLORS ON SUPPLIED PIN CONNECTOR DO NOT MATCH - USE PIN LOCATION & DESCRIPTION ON PAGE 1.

FREDDY BROWN PERFORMANCE TRANSMISSIONS

631.242.0008
85 Cleveland Av
Bay Shore, N.Y. 11706
FreddyBrownTransmissions.com

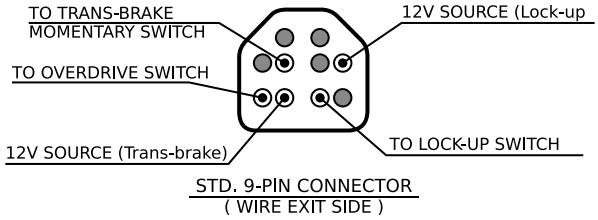
4STB-E TRANS-BRAKE-OVERDRIVE-LOCK-UP OPERATING INSTRUCTIONS AND WIRING

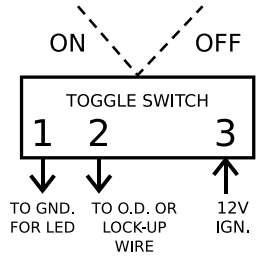
Your high-performance transmission is now equipped with the finest and safest full manual valve body available today. It comes standard with the electrically activated overdrive and lock-up features. It may also include our optional internal trans-brake feature. The following information covers both the rewarding and enjoyable.

WIRING AND OPERATION (9-PIN WHITE CONNECTOR)

Wiring connections are required to make all of the electrical features functional. This connection is provided with pig-tail with (5) colored wires. Each wire **MUST** be connected properly as described:

1. **YELLOW wire (LOCK UP)**- connected to a driver-operated toggle switch and then to a good ground connection. Used to activate and deactivate the converter lock-up feature in **OVER-DRIVE ONLY**. If wired separately lock-up must be disabled prior to deactivating over-drive (4th gear).
   Note- if optional 3rd-gear lock-up is included, the lock-up feature **MUST** be wired independently.
2. **ORANGE W/YELLOW STRIPE wire** (over-drive)- connect to a driver-operated toggle switch and then to a good ground connection. This is used to activate and deactivate the transmission's over-drive feature. This can **ONLY** be activated when the transmission is in 3rd gear. It **MUST** be deactivated when the vehicle comes to a stop and returned to 1st gear. Over-drive is **STRICTLY** a cruising gear. You **CANNOT** activate over-drive under full throttle conditions. Doing so will damage the transmission.
   NOTE- separate switches **MUST** be used for the lock-up and over-drive features.





3. **PINK wire (lock-up)**-connected to a reliable (fused) ignition 12 volt power source is on.
4. **PINK W/BLACK STRIPE wire (trans-brake)**- connected to a reliable (fused) ignition 12 volt power source. This will provide continuous power for the Trans-brake function when the ignition is on. (an optional toggle switch can also be used to switch power and disable the trans-brake solenoid entirely)
5. **PURPLE wire (trans-brake)**- connected to ***"momentary"*** switch (similar to a line-lock switch) that is also connected to a good ground source. The momentary switch should be mounted in a convenient location in the cockpit (like the shifter or steering wheel) to activate the trans-brake.

NOTE-please check the actual colors of the wires on the pig-tail connector you received. If the wires are different from those specified above, use only the 9-pin connector diagram (above) to determine the wire and functional hook-ups. The functions and their locations on the connector **WILL NOT** change.

OPTIONAL-We have found that by hooking up the trans-brake in conjunction with a roll-control system allows the car to be staged perfectly at any desired RPM. If your car is not equipped with a roll system type of micro-switch will do a similar job just as well.

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