

MS3-Pro Trans Brake Wiring

The MS3-Pro has several trans brake control features. It can simply apply the trans brake and delay the trans brake release for a specified time once you release the trans brake input button. It also can pulse the trans brake off and on rapidly to allow the car to creep forward while staging. Although you would normally drive the trans brake solenoid through a relay, the staging feature requires pulses faster than what a normal, mechanical relay can provide.

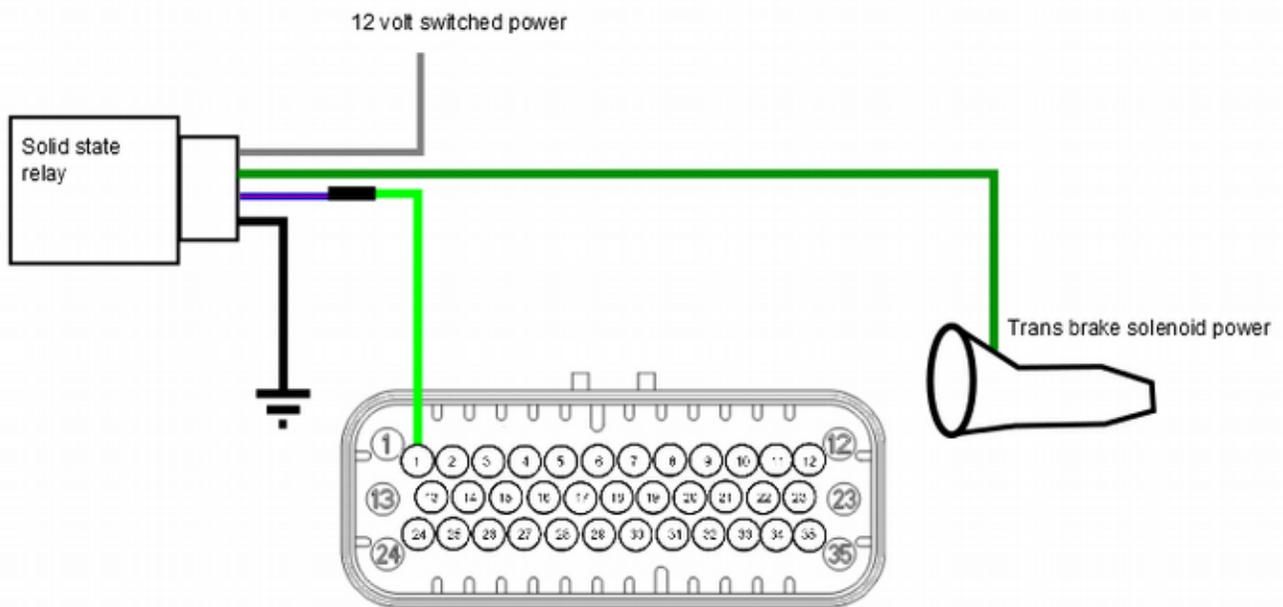
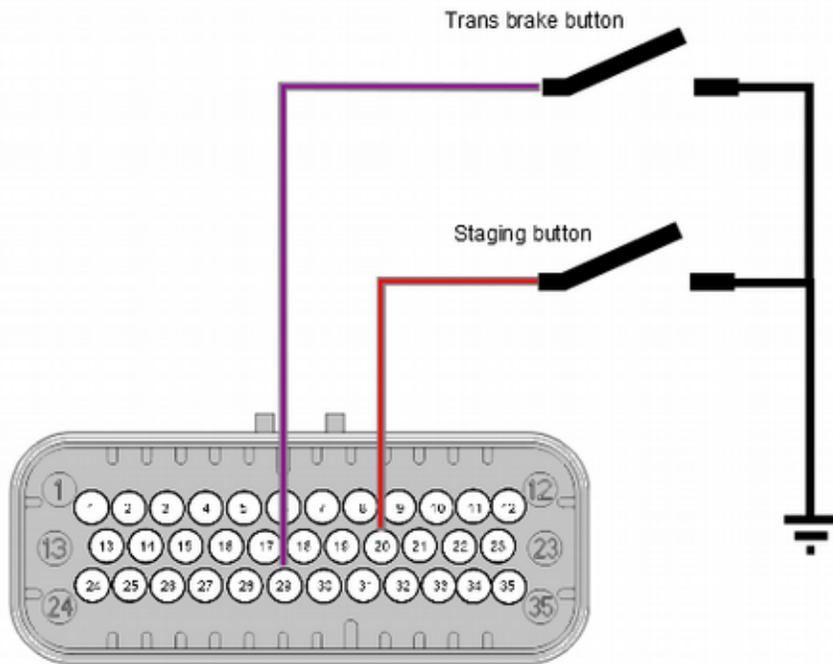
The way to get around the limitation of a normal relay is to use a solid state relay, which uses transistors to switch power with a near-instantaneous switching speed. One readily available solid state relay is a Standard Motor Products RY330K or a Dorman 902303 (ask your local auto parts store for the radiator fan relay for a 2001 Jeep Grand Cherokee with a 4.0 inline six). The two part numbers given above include a handy color-coded connector. Here is what the wires on this relay do:

1. Black: Power ground.
2. Blue / Pink: Connect to MS3-Pro output.
3. Green: Power to trans brake solenoid.
4. Gray: 12 volt switched power.

These relays are fused for 40 amps in their factory application, making them big enough to handle PWM fuel pump control and progressive nitrous control as well as trans brakes.

The wiring example in this guide shows Digital Switched In 3 as the trans brake button, Digital Switched In 2 as the staging button, and High Current Out 1 as the solenoid control output. This is just one example. You can use any unused digital switched or frequency input for the button inputs (note that Digital Switched 12V In needs to be wired to 12 volt switched power and not ground) and any unused high current, PWM, or injector output for the solenoid control.

If you have any questions, please contact us at support@diyautotune.com.



MS3-Pro Wiring: Sample trans brake