



OVERDRIVE RELAY MODULE

6 VOLTS: Part number ODR6

12 VOLTS: Part number ODR12

These instructions will help you install and test your new Overdrive Relay Module. Please read completely before attempting to install.

The ODR6 and ODR12 are designed to replace your original-style overdrive relay and eliminate the external fuse which is a common point of failure. It is equipped with an internal self-resetting circuit breaker that provides over-current protection for the overdrive system. This unit will work on negative and positive ground electrical systems.

Specifications:

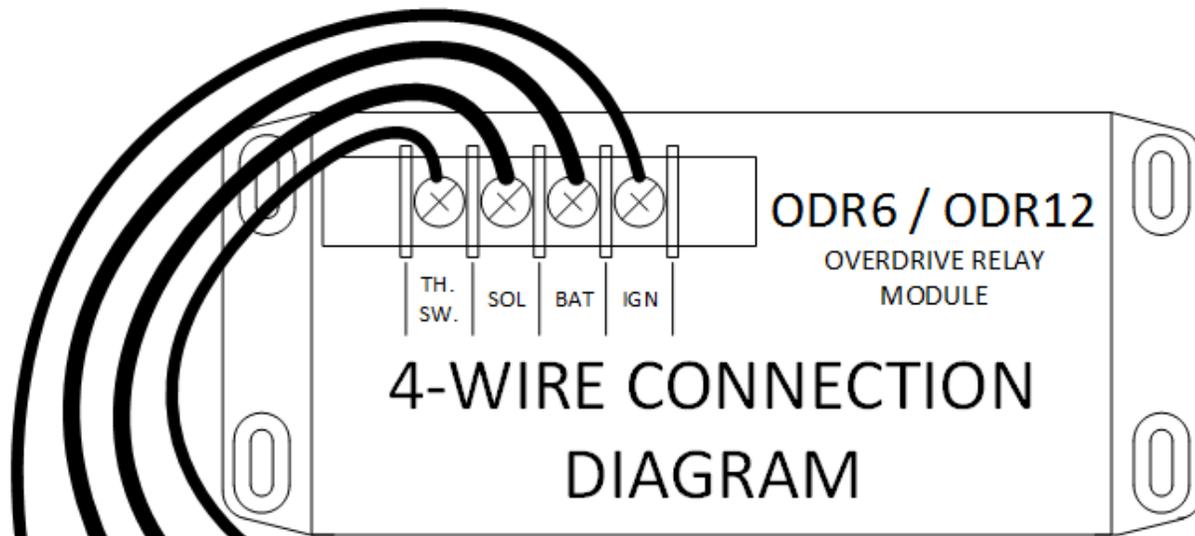
- Intended for use with 6-Volt (ODR6) or 12-Volt (ODR12) electrical systems and Borg Warner overdrive solenoids.
- Circuit breaker is built in and resets automatically.

Installation: **Before you get started always disconnect your battery.**

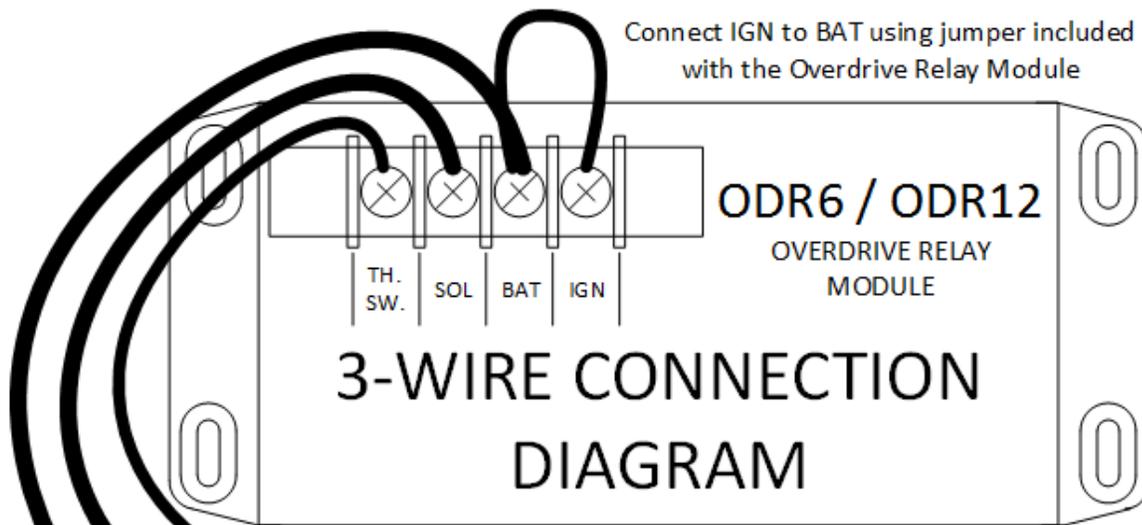
1. If replacing an original-style relay, determine whether your original relay was connected with three or four wires, and follow the corresponding wiring diagram on the reverse of this sheet.
2. If installing in a vehicle that did not have an overdrive previously, choose either a three or four wire connection, and follow the corresponding diagram on the reverse of this sheet. A reason to install using the four-wire diagram is that the current load of the overdrive solenoid during engagement (30A for 6 volt; 15A for 12 volt) will not be passed through the ignition switch.

Either installation can be done using our ODWH Overdrive Wire Harness Kit which includes all wire and connectors necessary to install an overdrive.

3. Mount unit on the vehicle firewall in the engine compartment.
4. Make the connections according to the appropriate diagram on the reverse of this sheet.
5. BAT, SOL, IGN, and TH. SW. terminals replicate the terminals of the same names on an original-style overdrive relay, and should be connected the same way.
6. Connect SOL terminal to overdrive solenoid terminal 4. This wire should be a minimum of 14 AWG.
7. For 4-wire connection, connect BAT terminal to the battery terminal on the starter solenoid or another unswitched battery power source. For 3-wire connection, connect BAT terminal to a switched ignition power source such as the ignition switch ACC or IGN terminal, or the Ignition Coil + terminal. The BAT wire should be a minimum of 14 AWG
8. For 4-wire connection, connect IGN terminal to a switched ignition power source such as the ignition switch ACC or IGN terminal, or the Ignition Coil + terminal. For 3-wire connection, connect IGN terminal to BAT terminal with the included jumper.
9. Connect TH. SW. (throttle switch) terminal to one of the upper terminals on the O.D. Kickdown Switch.
10. Reconnect the battery and test operation.



- TH. SW.: Connect to OD Kickdown Switch
- SOL: Connect to OD Solenoid terminal 4. Use 14 AWG or larger wire.
- BAT: Connect to Battery terminal on start solenoid. Use 14 AWG or larger wire.
- IGN: Connect to Ignition Switch "ACC" terminal. Where ignition switch has no "ACC" terminal, connect to Ignition Switch "IGN" terminal, or follow 3-wire connection diagram below



- TH. SW.: Connect to OD Kickdown Switch
- SOL: Connect to OD Solenoid terminal 4. Use 14 AWG or larger wire.
- BAT: Connect to Ignition Switch "ACC" terminal. Where ignition switch has no "ACC" terminal, connect to Ignition Switch "IGN" terminal.