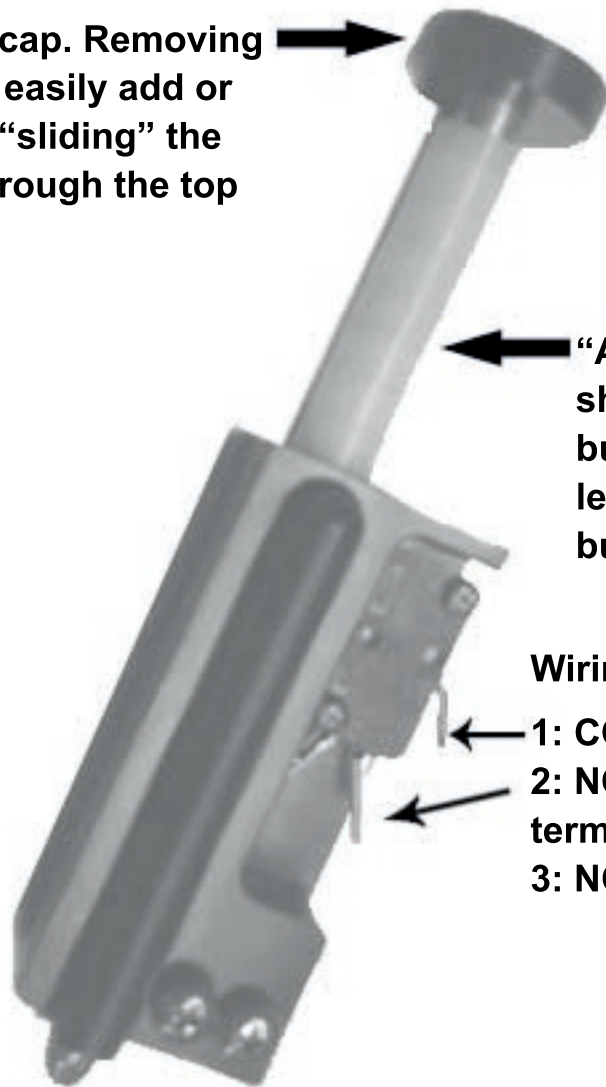




# ***TERMINATOR***

## **TRANS-BRAKE BUTTON**

Easily removable cap. Removing cap allows you to easily add or remove shims by “sliding” the shims on or off through the top of the shaft.



“Adjustable” shims-adding shims shortens the travel and speeds up button, while removing shims lengthens the travel and slows up button

### **Wiring:**

- 1: COM (common) to 12 volt source
- 2: NO (normally open) to 12 volt terminal on Trans Brake Solenoid.
- 3: NC (normally closed) not used

**Mounting:** Mounting holes are built into the main body with mounting screws provided. Because of the long travel of the switch, steering wheel is not recommended.



## **TERMINATOR-TIP SHEET**

This sheet is being written to help take the guesswork out of making adjustments with our new terminator button, making it easier for you to zero in on your reaction times.

To start with, (WITH ALL SPACERS IN), the terminator button was designed to be .015 (1 1/2 hundredths) slower than a traditional (no travel) transbrake button. This was also confirmed in our thorough test session.

Another test (WITH NO SPACERS IN), the terminator button was shown to be .040 to .045 slower than a traditional (no travel) transbrake button.

The button comes with seven quarter inch shims.

The seven quarter inch shims were tested to be worth .005 each. (ex: Each time you remove a quarter inch shim, you can expect your reaction time to slow down .005, this of course if you did everything else exactly the same.)

The 2 quarter inch shims at the bottom of the button, were only shown to be worth .003. The reason these quarter inch shims have less delay value, is because of it's location relative to spring tension. In other words, when using the total travel of the button, the bottom half inch increases the spring pressure which allows the bottom half inch of the button spring quickly.