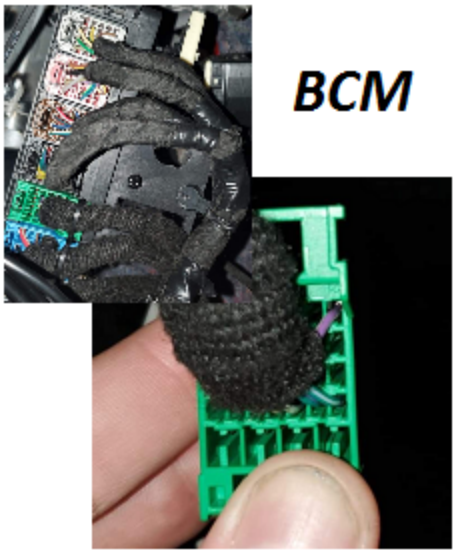
Components involved:



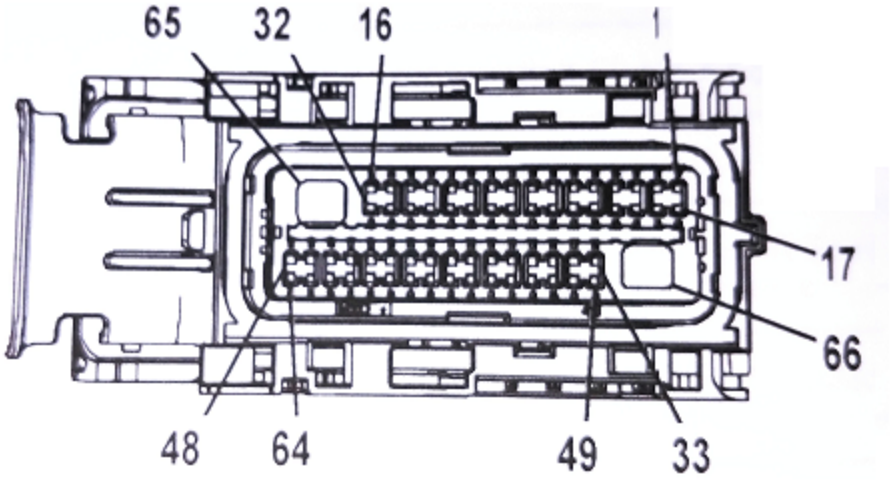
Getawaycarz Transbrake Controller with an on/off switch. If yours has the built in bump box there will also be an adjustment knob on the face.

BCM



X3 P21 is connector 3 pin21 and will be the third connector in from one side of the BCM itself. Colors differ for wire and connector shell. Disconnected from BCM X3 pin 21 will have 6.2k of resistence when checked with an ohm meter. Left paddle will make it 2.0k and right paddle will make it 0.620k

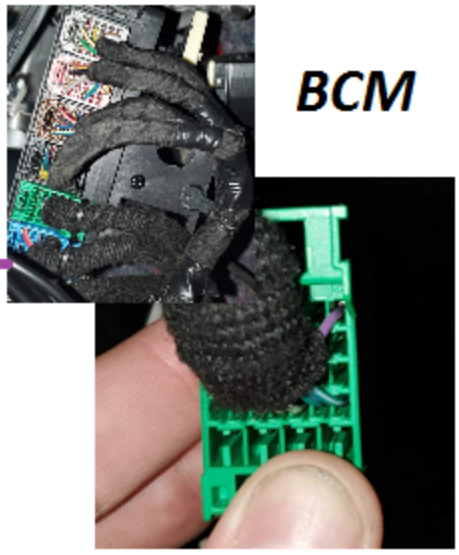
location inside dash area



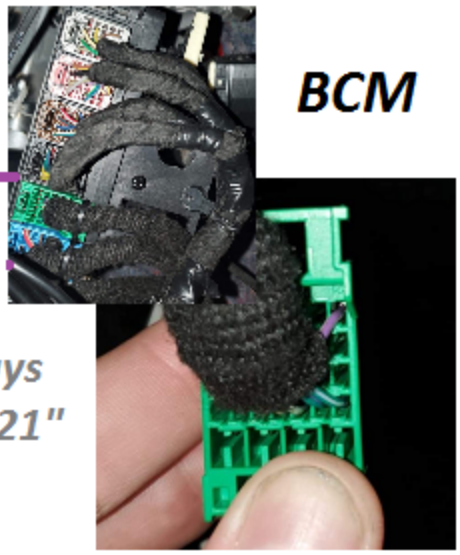
The factory 8L90 TCM or transmission computer will have this connector and will be in different locations depending on the vehicle type. C7 behind right side rear bumper, camaro and CTSV behind front bumper and ATSV in right front fender well.

Transbrake Computer pins 1 and 2

The X3 pin21 wire may be different in color per vehicle and per year. This wire is the signal return from the paddle shifters themselves.



Cut the wire about 4 to 6 inches from the BCM and now you have 2 open ended wire ends to work with. The transbrake computer harness has 2 wires labelled to connect to these 2 new ends. Do NOT tie these all together as they are treated as 2 different circuits now.



On wire label it says "Paddles input"

On wire label it says "New BCM X3 Pin21"

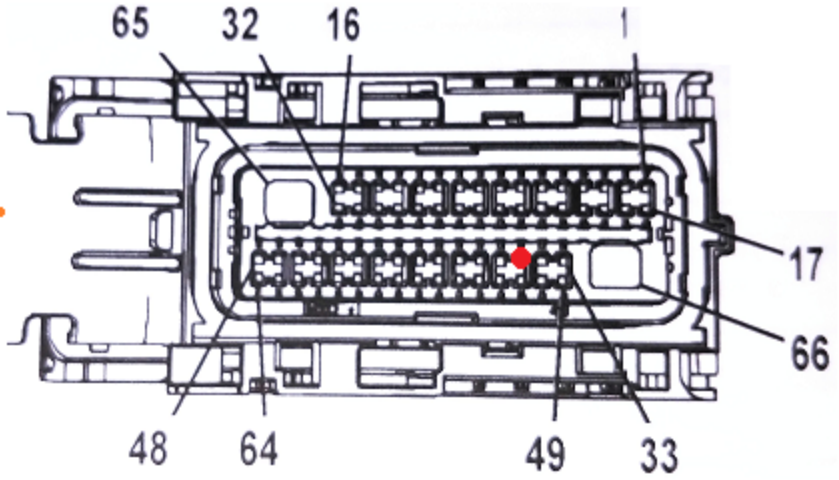


Transbrake Computer pin 14 and 15

TCM pins 35 going to be tapped into, not cut and split apart.



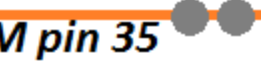
Again go by the pin numbers in TCM connector only do not go by a wire color you found in a wiring diagram even if its from gm. Have found many diagrams with the colors shown incorrectly.





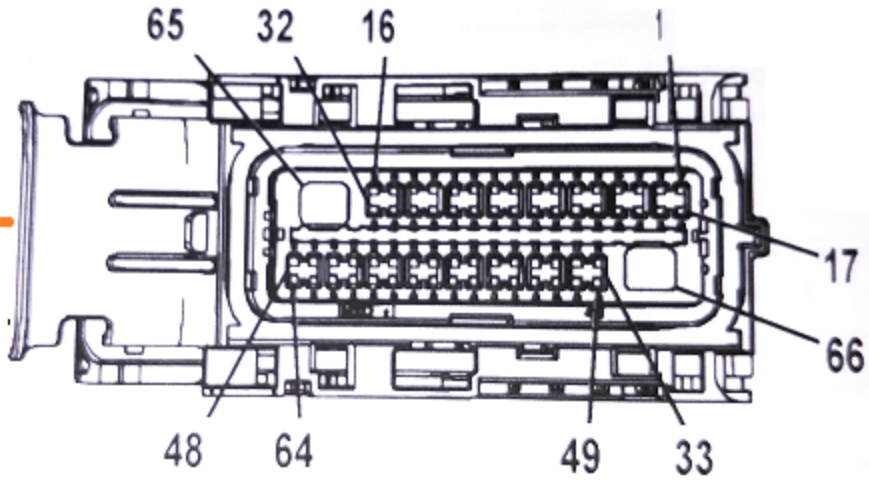


Tbrake pin 14 and 15



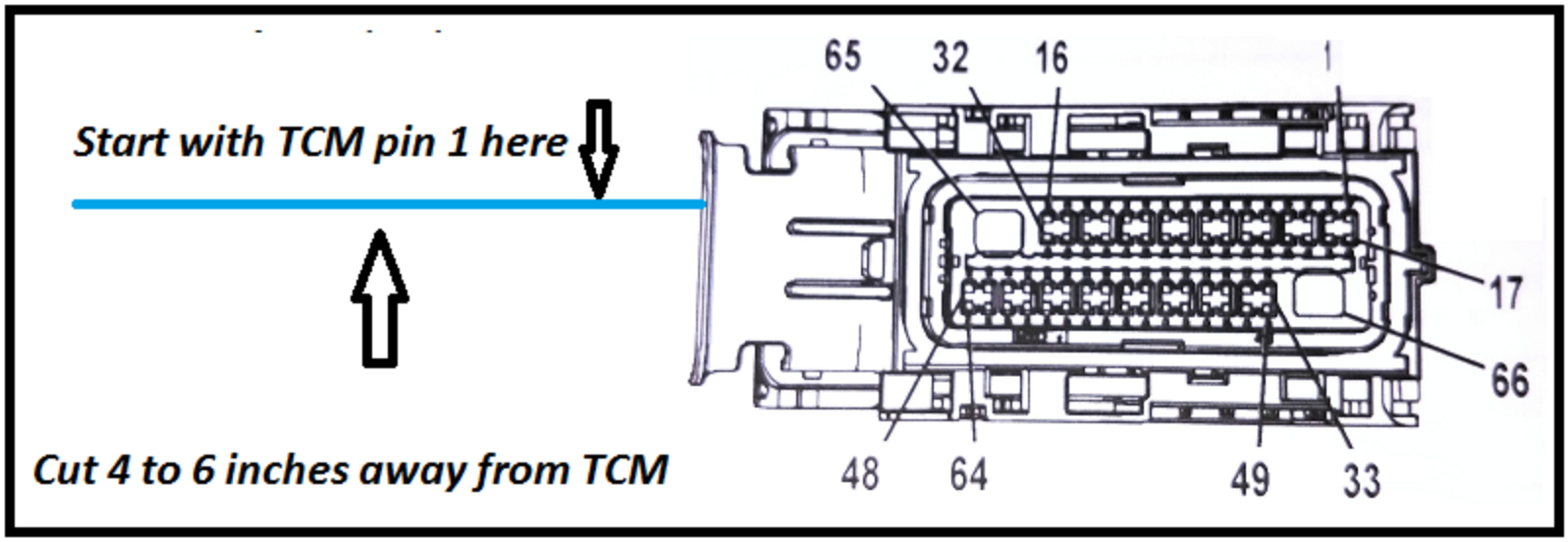
TCM pin 35

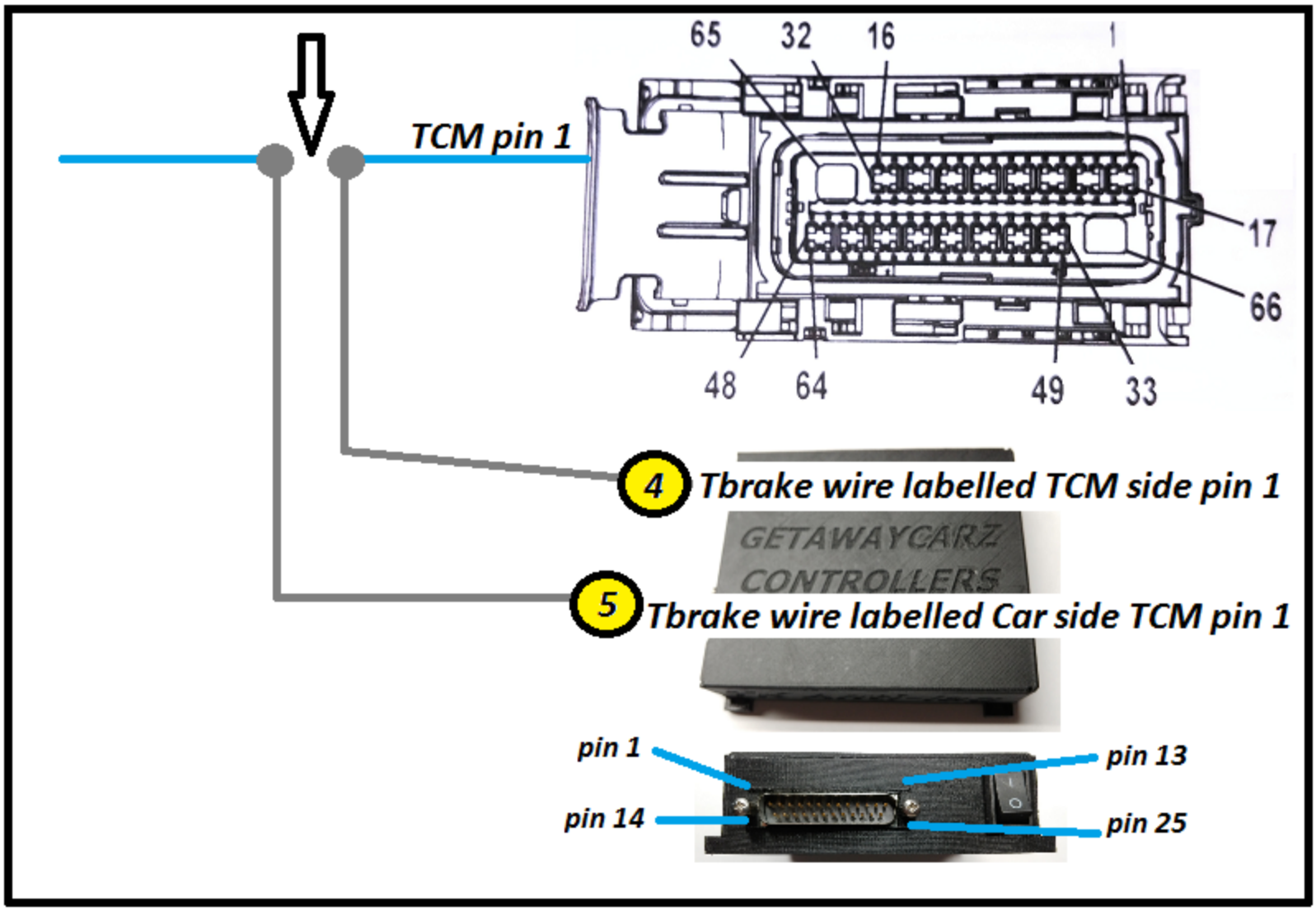
wire in the transbrake controller harness labelled for TCM 35. They are tapping into the TCM harness like shown below.



Transbrake Computer pins 4+5, 6+7, 8+9, 10+13

Notice the numbers above in pairs. Yes there is a reason for that. We will be doing similar to how the BCM X3 pin 21 wire was done by cutting a wire and treating the 2 new ends as 2 different circuits except at the TCM this time. TCM pins 1, 17, 18 and 21 are the wires to do this to.

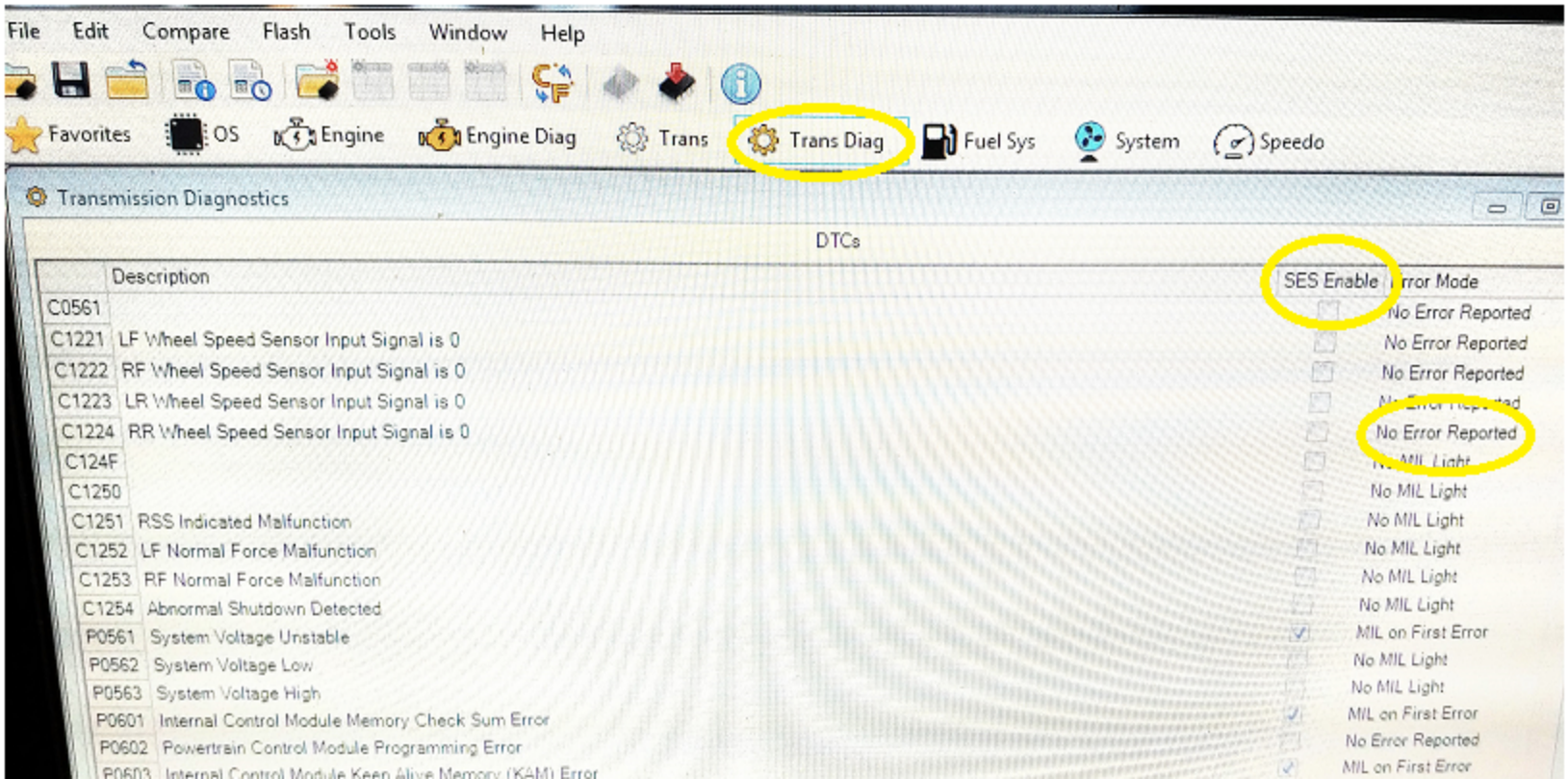




Now do the same for the other TCM pins 17, 18 and 21

Code Deletes with HP Tuners

Once the wiring install is complete connect a battery charger to the car to keep voltage up and check for any electrical codes in the engine and transmission. DO NOT just start the car and say well there isn't any lights on so it must be good. There are 2nd trip style codes that may not set a light right away and there are other codes that may need you to drive the vehicle before they kick. Check for codes with just the key on without touching the paddle shifters. Then if no codes you can start the vehicle and check again. If no codes then this is good so far but you still need to test drive the vehicle to be sure the transmission feels exactly the way it did before the transbrake installation. If it does this is good, drive back and reconnect the battery charger and check for codes in the engine and transmission one last time. If none then you should be good on the installation. Now make sure the transbrake computer is off and the ignition is just on without the engine running. Move the floor shifter into drive and then manual mode. Tap the right paddle shifter and it should allow you at least up into 2nd gear sometimes 3rd. Then use the left paddle to come back down to first. If this is good then move on the HP Tuners code deletes. Open Trans Diag and find the codes I listed on the next page. For each code you need to UNCHECK the SES enable box and next to that open the little drop down menu and select "no error reported". Do this for each code on the list given then flash the TCM with the update you just did. Save as new tcm tune that you need to work off of when doing any tcm tuning from now on.



Code List

P0960

P281D

P0966

P2718

P2727

P2729

P0659

P0970

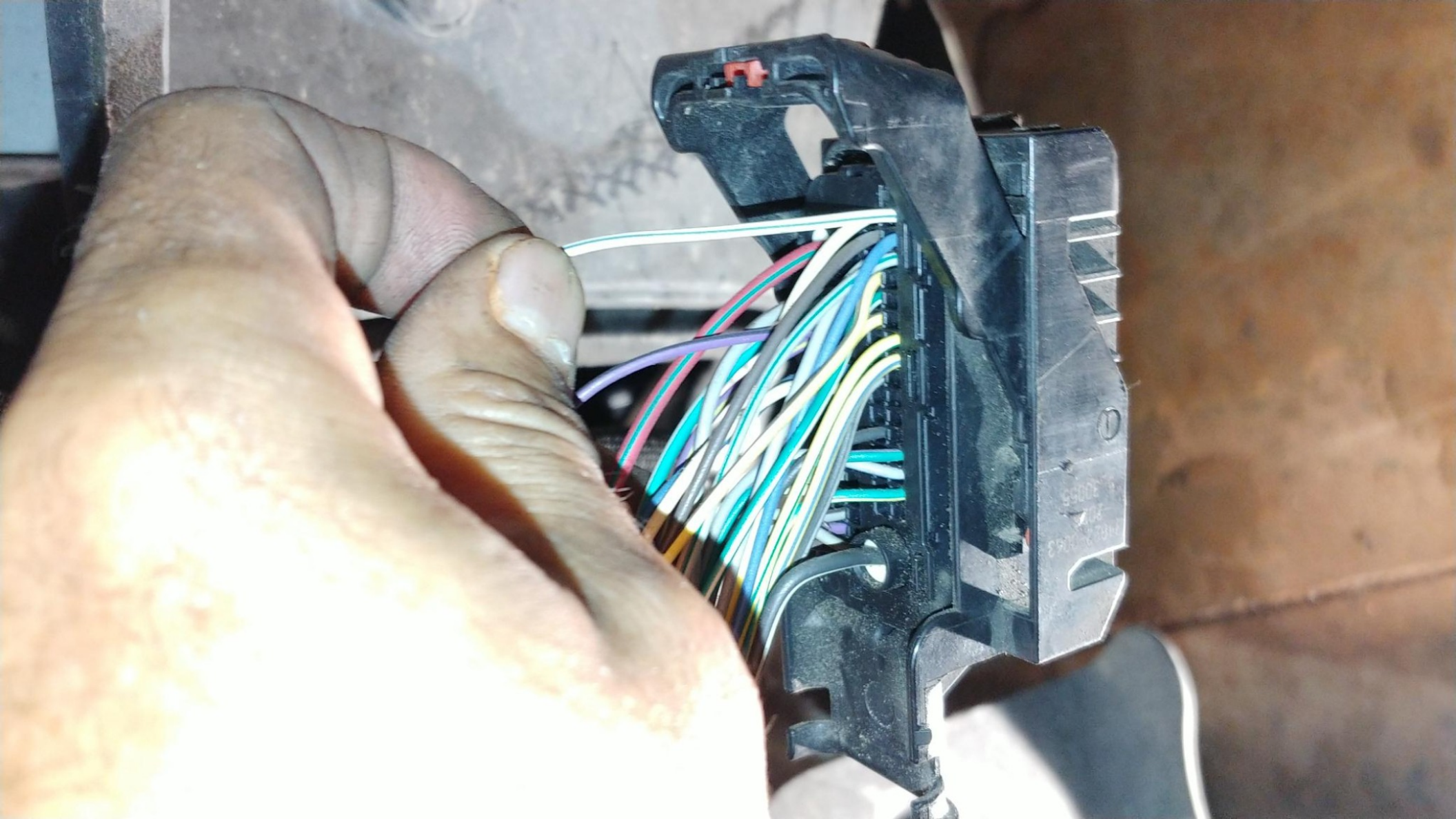
P2738

P2720

If you get ANY of these codes or others during the process before you ever touch the paddle shifters there was an error during the install that needs to be corrected prior to driving the vehicle or damage can occur to numerous things in the drivetrain. Go back through the instructions and check your work to be sure you followed them exactly. If you cannot find any issues do not "code delete" any of the codes above as we will need them to find the issue. Email StanleyW@Getawaycarz.com with the code(s) you have and the year,make and model you are working on and find a multimeter that you can use to troubleshoot the car with. Stanley will contact you as soon as possible to help remedy the problem. Usually it's something silly that was done and no damage occurred.

If all went according to plan and you got to this point without errors, drove the car still without errors then did the code deletes you are ready to test the transbrake out! Start the engine and put the transbrake computer in the on position. Leave the engine idling for the first test. Put the shifter in drive then pull and hold the left paddle, then slowly release the foot brake and the car should hold still. Release the left paddle and the car should roll out as normal. If you have a floor shifter that allows up and downshifting put it in manual mode and while sitting still upshift into 2nd gear. Now hold the left paddle again and release the foot brake, car should hold still again. Release the left paddle and the car should roll out. Add throttle for next test.

The bump feature will need to be dialed in, can get it close on street. Start with the bump knob up 1/4 way and while tbrake is active and throttled up tap the right paddle to bump. Not enough? Turn knob up. Dont make it BANG though!











23167060
STRUT: 2043
SPRING: ANJL


PINK
YELLOW
BLACK
NOIR
BROWN
BRUN
PINK
ROSE
GRAY
GRIS
>PP-TD20<

ANTENNA
ANTENNA
Made in China
FLUKE
06.12

