



CHRYSLER M5/M6 TRANSMISSION SOLENOID RELAY & VOLTAGE REDUCER KIT

M612K



For Presto-Matic, Fluidmatic, Tip-Toe Shift, Gyro-Matic, and Gyro-Torque transmissions in 1948 – 1953 Dodge, 1946 – 1953 DeSoto, and 1946 – 1953 Chrysler.

M612K contains:

- M6R 12V M5/M6 Relay featuring sturdy cast aluminum housing and convenient screw terminals, operates on 12 volt power and contains a self-resetting circuit breaker
- M6VR Voltage Reducer – Reduces 12 volt power to 6 volts for the original solenoid

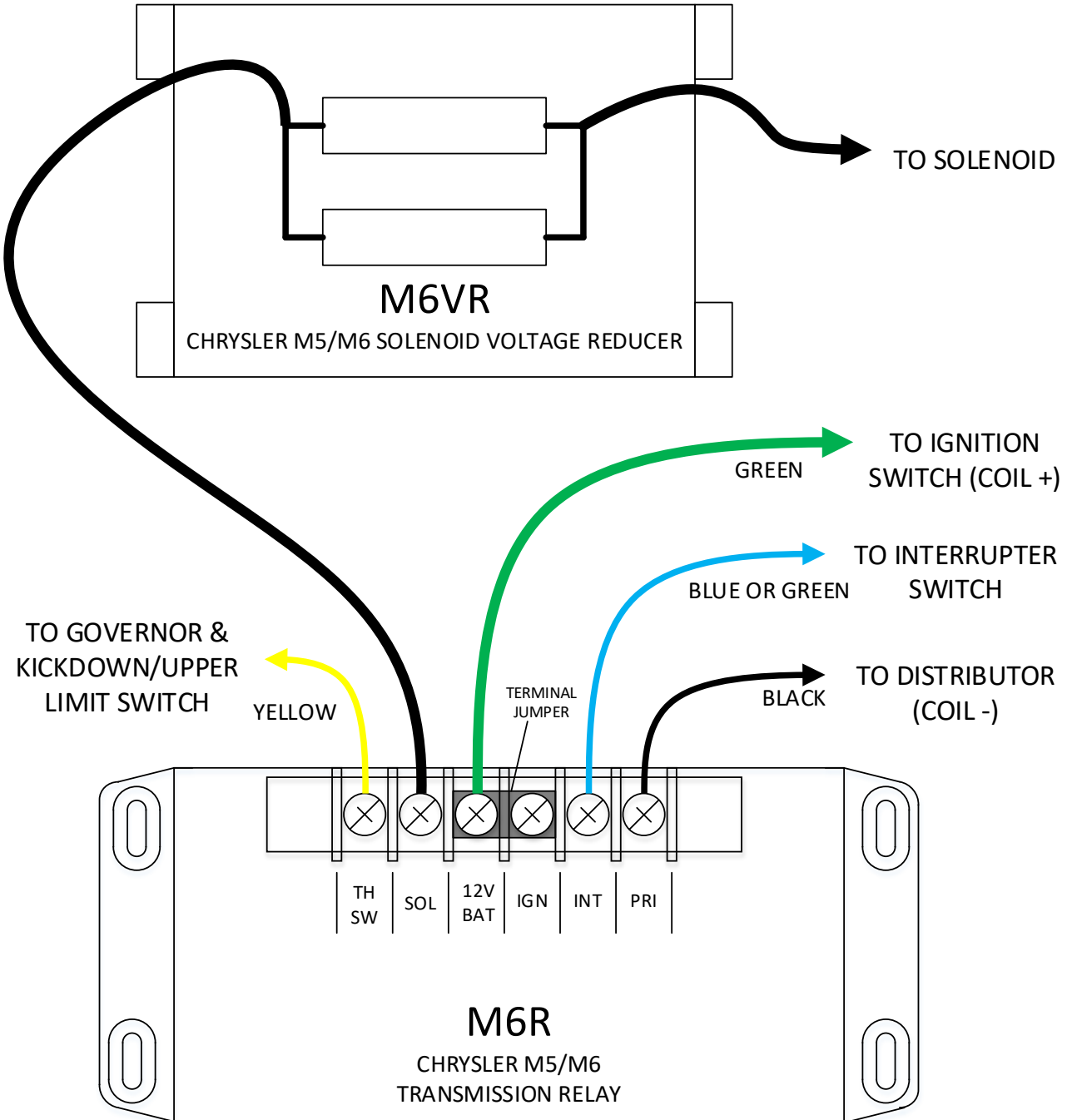
Please read these instructions completely before attempting to install.

Installation:

1. **Before you get started always disconnect your battery.**
2. Mount M6R relay on the vehicle firewall in the engine compartment.
3. Mount the M6VR Voltage Reducer near the M6R Relay.
4. Make the connections according to the diagram.
5. TH, SW., SOL, BAT, IGN, INT, AND PRI terminals replicate the terminals of the same names on an original-style transmission relay, and should be connected the same way.
6. Connect the SOL terminal of the M6R Relay to one of the leads on the M6VR Voltage Reducer.
7. Connect the other lead of the M6VR Voltage Reducer to the transmission solenoid, or splice it to the existing solenoid wire which is typically red.
8. Connect the BAT terminal to the battery terminal on the starter solenoid, the ignition switch ACC or IGN terminal, or the Ignition Coil + terminal.
9. Leave the IGN terminal connected to BAT terminal using the included terminal jumper. The only reason to remove this jumper would be to connect BAT to always-on power such as the battery terminal on the starter solenoid, and the IGN terminal to switched power such as the ignition switch ACC or IGN terminal, or the Ignition Coil + terminal. Using this alternative arrangement relieves the ignition switch of solenoid current.
10. Connect TH, SW. (throttle switch) terminal to the Governor and Kickdown/Upper Limit Switch.
11. Connect PRI to the distributor or ignition coil - terminal.
12. Connect INT to the interrupter switch on the transmission.
13. Reconnect the battery and test operation.

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