

Shrick Connector Options

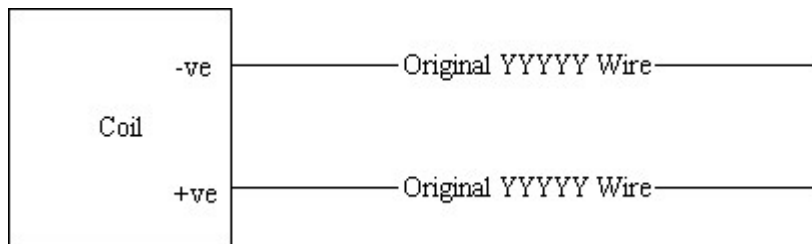
Implementation of the shrick connector in the Production BMW Championship cars is designed to reduce the amount of tampering with wiring required to carry out the tests, minimising possible issues with the car and reducing the time taken to carry out the tests for everyones benefit.

The Shrick connector block provides +ve and -ve power for the shrick meter itself, plus monitors and controls the negative feed into the coil during testing. When the shrick meter itself is not connected a small plug is used to make the connector transparent. (the +ve/-ve connections do not power the coil and are not used unless the meter is connected)

Obviously, interruption in power to the coil is a terminal problem for an engine! With this in mind we have suggested three separate mechanisms for implementation of the connector, which one you chose is entirely up to you as long as the connector is available and is connected to power and the coil to allow testing when requested. Option 1 is our recommended configuration, it means your car can be tested without any interference to your electrics, most drivers use this setup and we have experienced no problems.

The colour of the original wires is shown as YYYYYY in this document, this is deliberately in that they may vary from car to car so please check the top of the coil which is marked.

Base setup



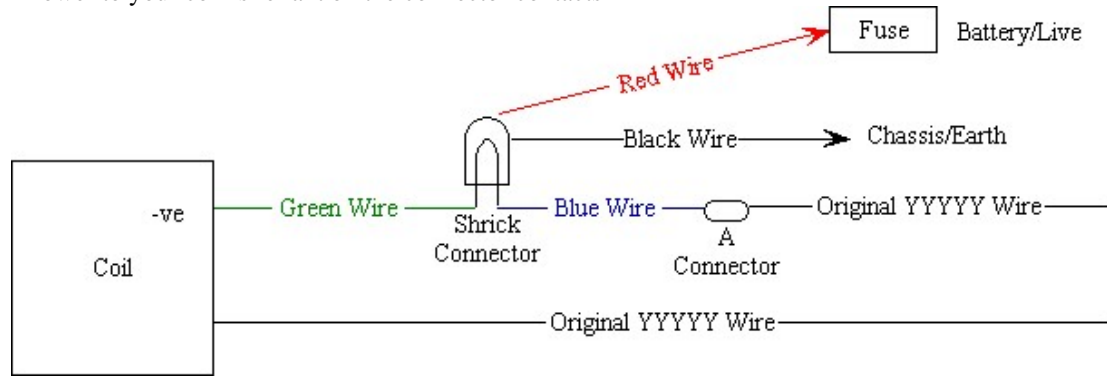
Option 1 - Inline Configuration

Pro's

- Once installed no changes are required for testing

Con's

- Power to your coil is reliant on the connector contacts



Option 2 - Off-Line Configuration

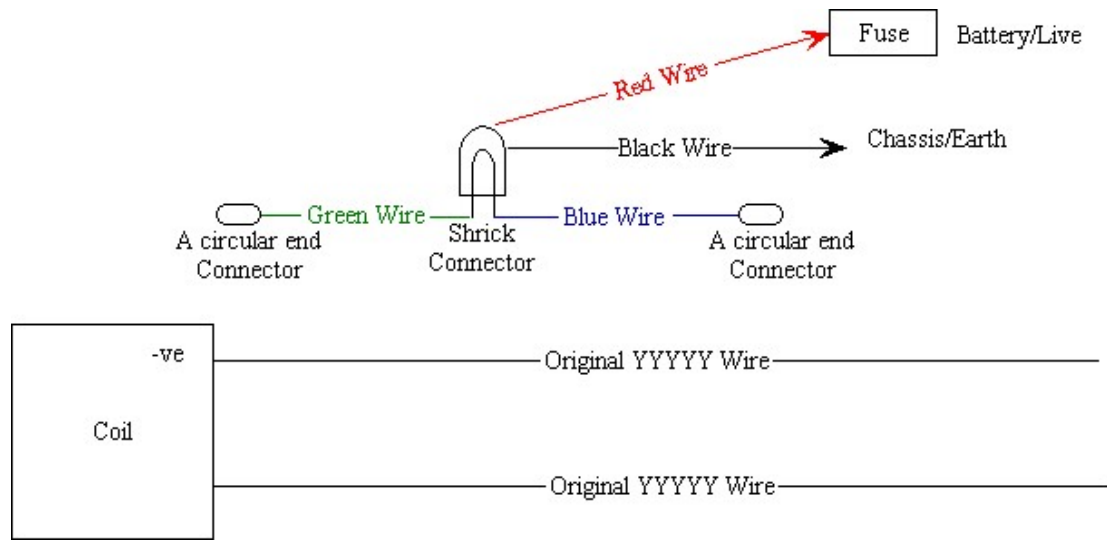
Pro's

- During racing standard wiring to coil is used

Con's

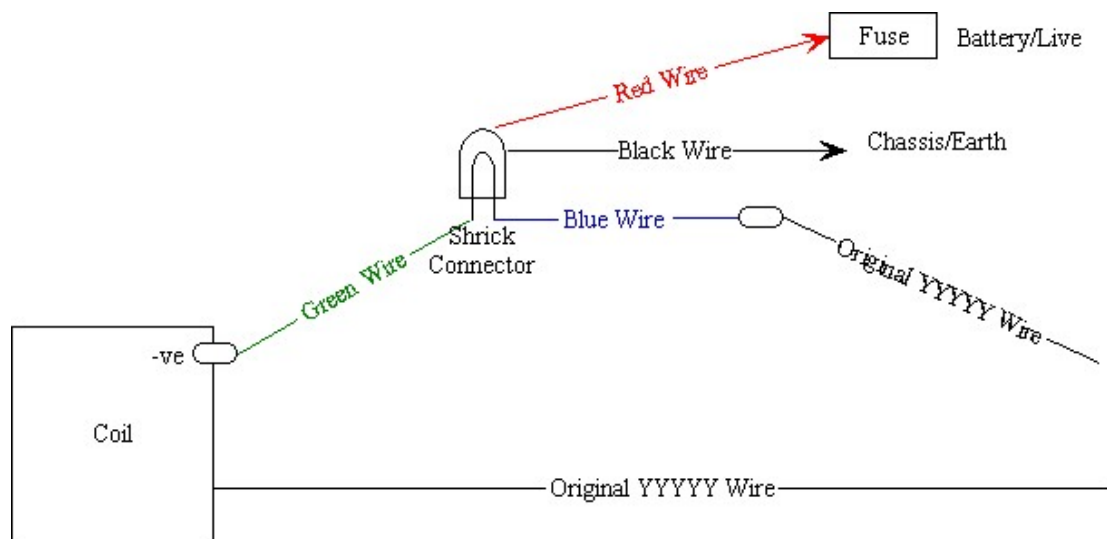
- You will need to remove the coil wire for testing and put the connector inline

Configuration while Racing



When testing is required you will need to remove the rubber cover on the coil and take the current XXXX wire off the coil putting the connector inline

Configuration while testing



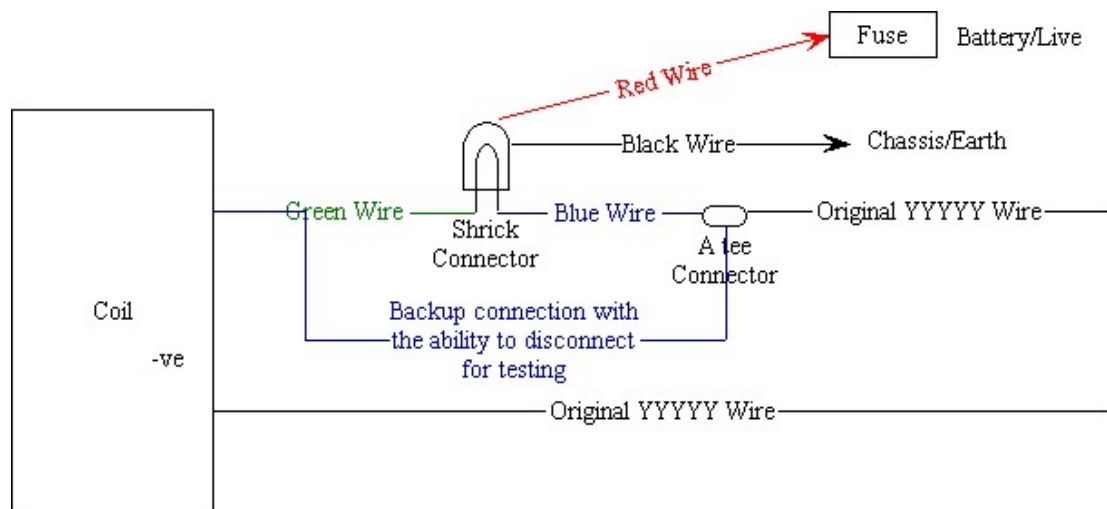
Option 3 – Inline parallel connection

Pro's

- Backup connection therefore not reliant on shrick connector block
- No need to remove wires from the coil for testing

Cons

- Additional connectors required
- Still reliant on a connector based wire (just two of them)



Liam Crilly made the following notes and piccies while installing his connector inline into a 318

1 – Isolate the battery

2 – Disconnect the coil negative terminal



Step 3 - Crimp eye connectors onto the blue and green wires of the connector



Step 4 - Connect the green wire to the coil



Step 5 - Use a small (M4) bolt to connect the blue wire to the original wire

(This means that you can put the original wire back on the coil at a later date if necessary.)



Step 6 - Put electrical tape around the connection and then tape all the wires together



Step 7 - Cable tie the connector somewhere useful

Step 8 - Crimp another eye onto the black wire and connect to ground



Step 9 - Feed the red wire to a 12V power source

In liams case he has a fused block from his fusebox however a connector from a relay or similar would do as long as you remember to put an inline fuse in place. We would recommend **not** taking a feed direct from the battery as this bypasses the emergency cut-off switches.

Step 10 – Make sure the engine still starts, give all the cables a waggle and make sure nothings loose

Step 11 – To test: If you remove the plug from the connector the engine should stop, if the engine continues to run you've done something wrong!