

## POSITIVE POLARITY WIRING FOR NZ STANDARD XLR CONNECTION

On your XLR connectors each plug and socket is numbered with small numbers imprinted in the plastic. You will see them on the front (and sometimes the rear) of every plug and every socket, labeled 1, 2 and 3

### SOMETHING IT IS USEFUL TO UNDERSTAND BEFORE WE GET INTO ACTUAL WIRING

CONTROLLERS have always used "non-standard" wiring colours. - On a 3 wire commercial controller The **RED** wire is for negative, **NOT** for positive.

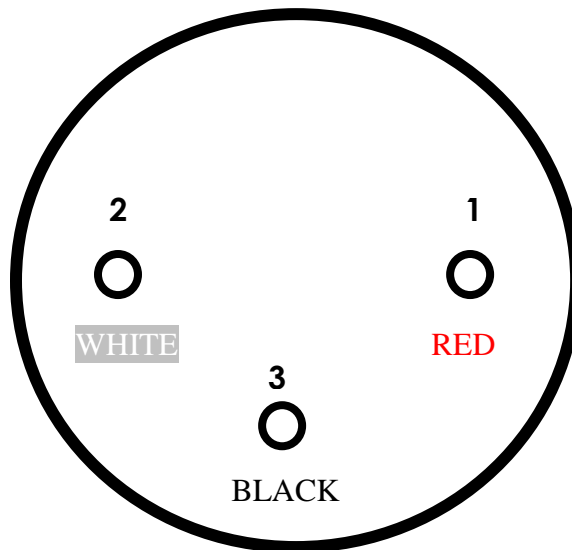
The **WHITE** wire is for positive voltage input TO the controller, which is will duly receive via the panel socket.

The **BLACK** wire is the output of positive FROM the controller after the trigger has altered the voltage.

### CONTROLLER PLUG (viewed from rear of plug where you solder the wires)

They always line up so as long as you follow the picture below and wire the **RED** wire to PIN 1 the **WHITE** wire to PIN 2 and the **BLACK** wire to PIN 3 (which is the centre pin) you will be correct. Think of it as "red, right rear" red goes to the right on the rear of the controller plug.

BACK OF CONTROLLER PLUG

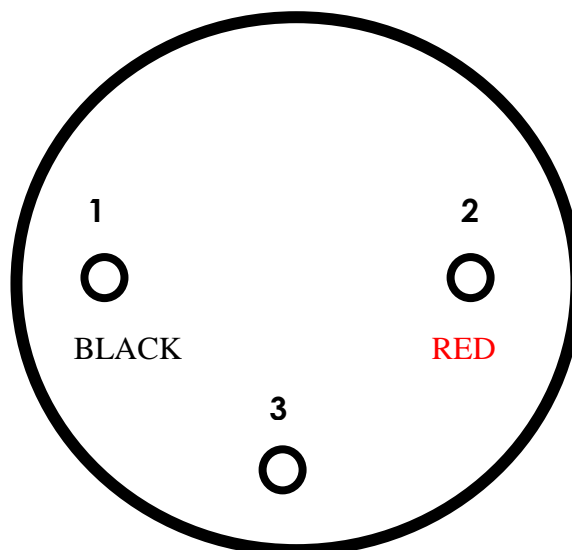


### PANEL SOCKETS (viewed from rear of socket where you solder the wires)

Wire the positive wire from your power supply – usually red – make it red if you have a choice goes to pin 2 – right hand side of the BACK of the socket.

Wire the negative wire from your power supply – usually Black - to pin 1 - left hand side of the BACK of the socket.

BACK OF PANEL SOCKET



Now run the wires from the panel socket to the track. If you want to identify the polarity of these, use a black wire out from pin 1 to the track (this is the negative), and a red wire out from pin 3 (this is the positive).

Run one wire from pin 3, this will be your positive. Run the other wire from pin 1, this is your negative. It doesn't matter which goes to each side of the track except that the cars will run one direction or the other, depending on which way you wire them.

If you want to be able to switch the direction in which cars run; instead of wiring them directly to the track, wire them to the two centre pins of a DPDT switch (double pole double throw).

Next, run a pair of wires from one end pin, to the end pin on the opposite side of the switch at the other end. Now repeat that process with another wire to the other two end pins, as per the diagram below. Flick the switch, reverse the car direction . . . easy.

