

CO2 AIR SHIFTER KIT-SCS2F- OR SCS3F

Shifter bracket for Turbo Action Cheetah SCS 3-speed or Powerglide applications
Model SCS2F Shifts 1-2 / Model SCS3F Shifts Both gears - both Forward Pattern.

1. Slide bracket into shifter as shown in the diagram. Bolt it in place using the holes indicated in diagram.
2. Install cylinder into bracket and by using the eraser end of a pencil, push the air cylinder out to its maximum travel. With the shifter in high gear, the plunger should have about 1/32" clearance.
3. Put the shifter in low gear. Push the air cylinder out with the pencil and check for proper contact and clearance as it shifts into high gear.
4. Remove cylinder and attach to solenoid (on the side stamped "out"). Use teflon tape or sealant on all fittings, if not already done. Reinstall assembly into bracket with required shims and tighten nut.
5. If you are using a cover, trim it to fit.
6. Connect the air line from the bottle to the solenoid on "in" side. (With the push in fittings, you just push the air line all the way in until it bottoms out.) Be sure all the fittings are tight, then turn on the bottle. Test all fittings with soapy water for leaks. Pressure to control the unit must be regulated from 75 to 85 PSI, on the SCS2F, OR on the SCS3F: Use 90 to 125 PSI, start at 90 and increase until it shifts clean through both gears. If shifter goes from 1st to 3rd, increase the pressure as high as 125 PSI.
7. Connect wires as per the instructions or diagram of the RPM Switch used.
8. TO TEST: Set the RPM Activator for a low RPM setting. Start the car on jackstands, run it up to that RPM, while you are in low gear, where it should shift into high. If it checks out O.K., change the low setting to your desired shift point.

WARRANTY

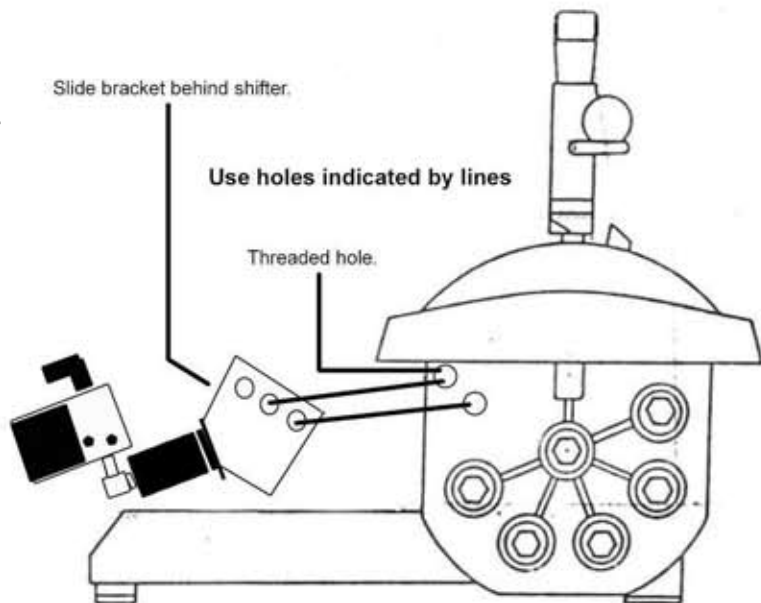
Every unit has been tested prior to shipment, but if failure should occur within 12 months due to faulty equipment, we will repair or replace the defective unit, at Biondo Racing's option, free of charge. And unlike our competition, all parts can be purchased separately.

Biondo Racing Products, Inc. shall not be liable for injury, consequential, or other type of damages resulting from use of its products. This warranty is in lieu of all other warranties of merchantability or fitness of use.

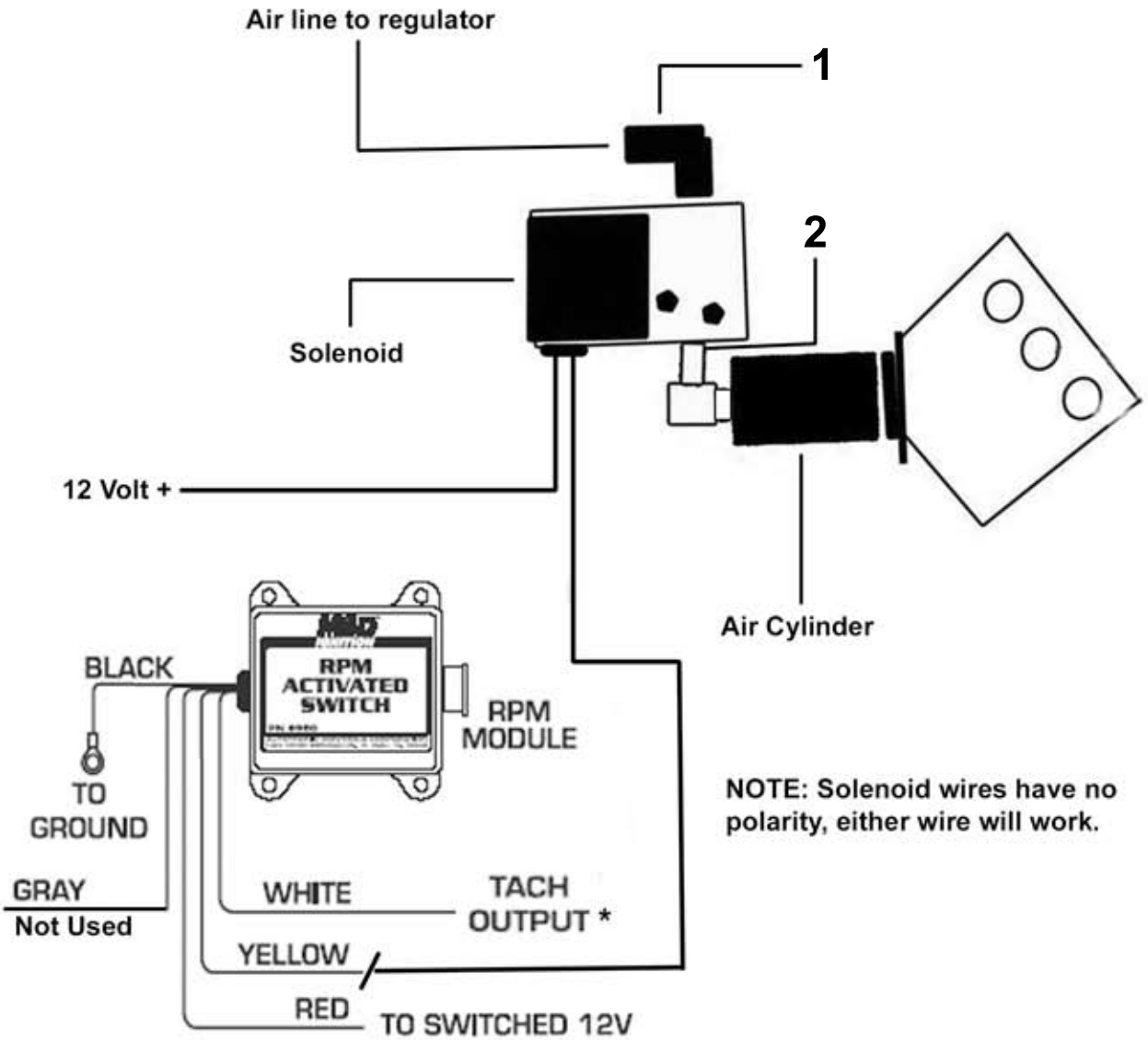
When converting from a 3 speed reverse pattern, to a 2 or 3 speed forward, you must remove the clevis block.

For the 3 speed applications where both gears will be shifted: (SCS3F).

NOTE: This shifter kit works with the old style gate plate. This is identified by the plate going in the direction of up and to the right for the 1 to 2 shift.



IMPORTANT: If you are using solid core spark plug wires, there is a possibility you are creating enough electric interference (radio noise) to confuse the system. If you encounter erratic shifts or break-up shifting down track, but not on jackstands, try changing the coil to the distributor wire to suppression racing wire. If you still have problems change to a full set of suppressions racing wires.



** The solenoid can be remotely mounted if you choose, or if you are lacking space

** When using the Biondo Racing RPM Switch, follow the appropriate hookup instructions