

## **CO2 SHIFTER**

### ***Installation instructions for Hurst Quarter Stick (front exit): Forward 1-2***

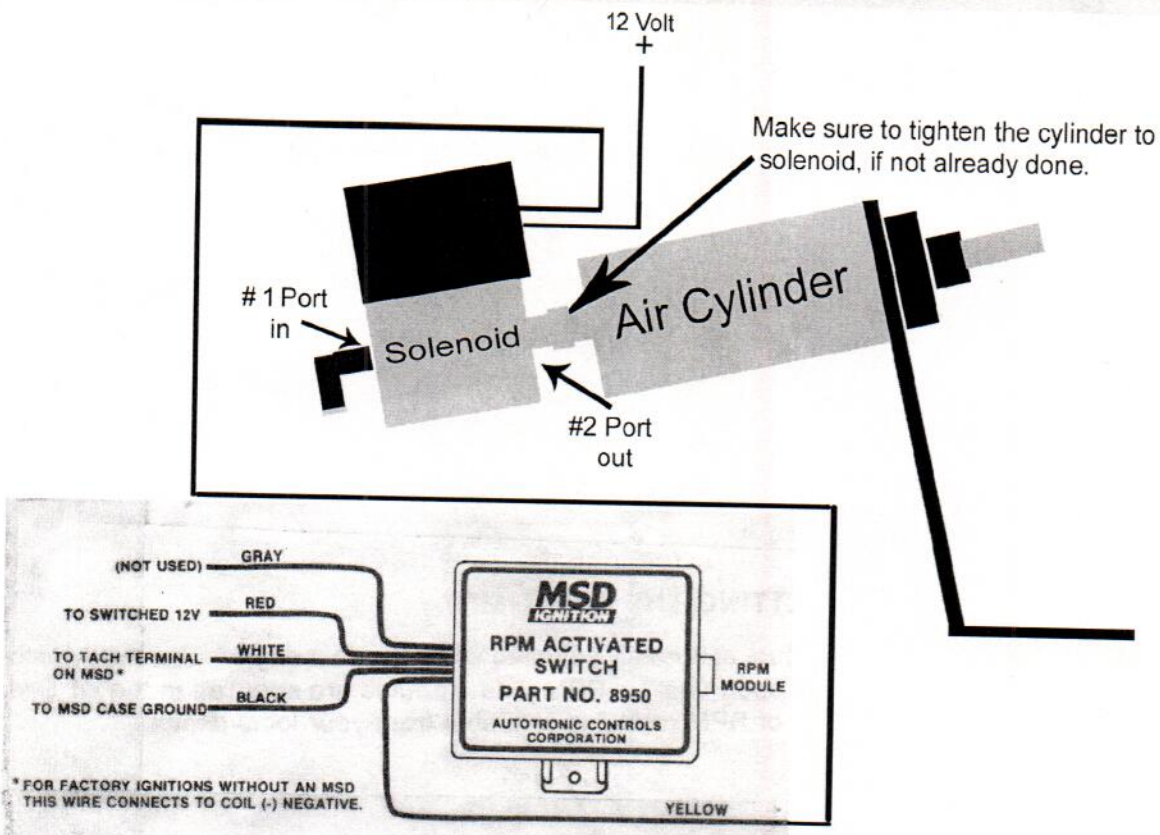
- 1) Remove the 2 bolts in the rear of the shifter that mount the shifter to the floor. Install our shifter bracket above the base of the shifter (between the mounting bolts and the shifter) using the slotted part of the bracket. Do not completely tighten the mounting bolts yet.
- 2) Connect the air line from the bottle to the solenoid on the "in" or "#1" port, using the push in type fitting supplied. Make sure to have teflon tape or sealant on the fittings if not already done. The cylinder should be connected to the solenoid on the "out" or "#2" port.
- 3) Be sure all fittings are tight, then turn on the bottle and test all fittings with soapy water for leaks. The bottle (line) pressure should be set to 75 to 85 psi.
- 4) Put the shifter in 2nd gear. Hit the test "red" button on the top of the solenoid and watch the cylinder plunger come out. Adjust the bracket (moving it front or back in the slots) until there is about 1/8" inch gap between the extended plunger and shifter. This gap is important as it will prevent excessive shifter wear down the road. After this gap is set, tighten the bolts that secure the shifter (and bracket) to the floor.
- 5) Connect the wires as per the instructions of the RPM activated switch used.
- 6) TO TEST: Set the RPM activator switch to a low rpm setting. Put the car on jackstands and the shifter in low gear. Bring the car to the "set" rpm and make sure the unit is functioning properly.
- 7) GO OUT AND WIN A RACE!

## **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 Racings option, free of charge. And Unlike our competition, all parts can be purchased separately.

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

**IMPORTANT:** If you are using solid core spark plug wires, there is a possibility you are creating enough electrical 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 distributor wire to a suppression racing wire. If you still have problems change to a full set of wires.



\*\*The solenoid can be remotely mounted if you choose, or if you are lacking space.  
\*\*When using the Biondo Racing Products RPM Switch, follow the appropriate hookup instructions.