



## Installation Instructions "ELITE" Outlaw Shifter

*Formally Known as "PRO OUTLAW"*

The Biondo Racing Pro Outlaw Shifter is a gate pattern type shifter mechanism. It is a rear exit cable model only designed for Powerglide transmissions with standard or reverse pattern valve bodies. The Pro Outlaw Shifter features a positive reverse lockout mechanism and a neutral safety switch as required by NHRA and IHRA. Please read the instructions before beginning the installation.

**IMPORTANT:** We suggest you install the shifter cable, air or electric solenoid onto the shifter before positioning it in your vehicle. This will allow for proper clearance at the rear of the shifter before you permanently mount the shifter body Mounting.

### INSTALLING THE SHIFTER CABLE:

**Photo 1:** The cable installation is very simple. A unique feature of the Pro Outlaw is you do not have to remove the side cover to install the cable. Simple put the shift lever in reverse, slide the cable through the larger hole in the rear of the shifter body (**arrow 2**) and place the eye of the cable into the shifter handle slot (**arrow 1**). Install the set screw in the side cover hole (**arrow 3**).

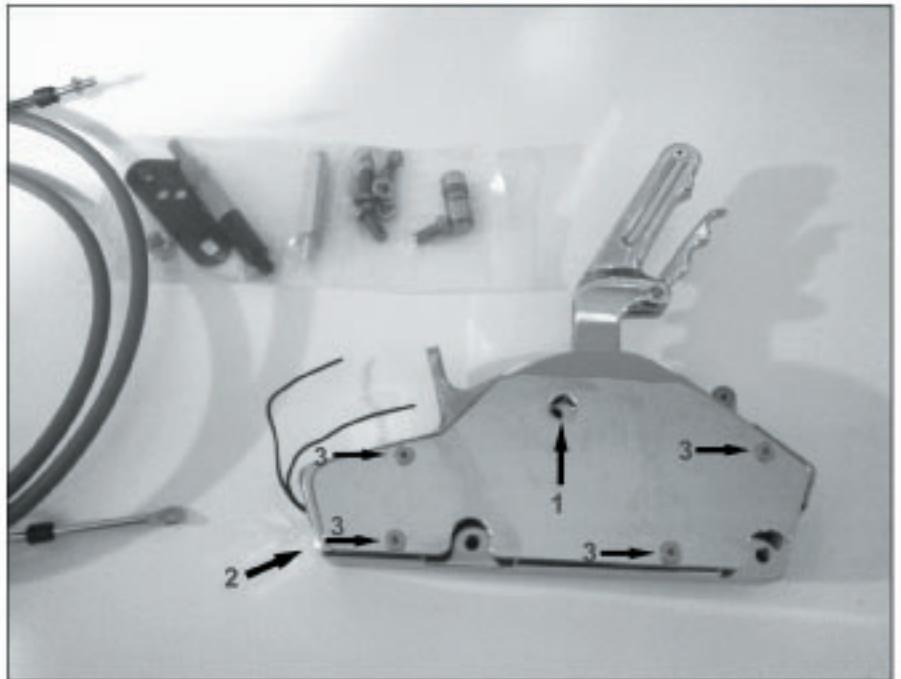


Photo 1

You can also remove the side cover to install cable. **Photo 1:** Remove the 4 counter sunk screws (**arrow 3**) and remove side cover. **Photo 2:** Simple slide the cable (**arrow 4**) through the larger hole in the rear of the shifter body (**arrow 5**). **Photo:3** Place the eye of the cable into the shifter handle slot (**arrow 6**). Install the set screw into the shifter handle slot.



Photo 2

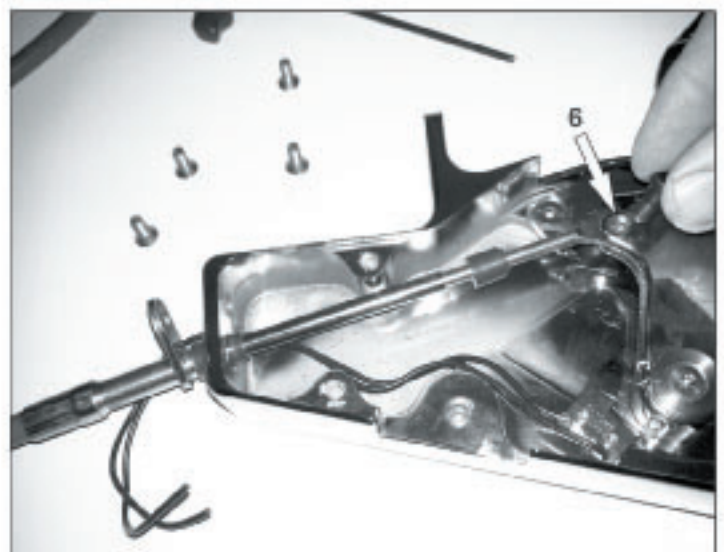
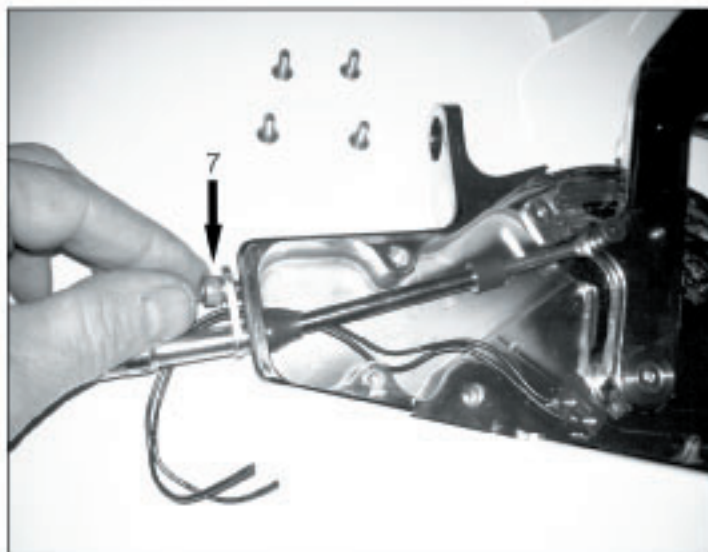


Photo 3



**Photo 4:** Finally install the cable tab bolt (arrow 7) included in your hardware kit to secure shifter cable. The cable tab bolt mounting hole is threaded, another unique feature of the Pro Outlaw. Reinstall side cover and your finished with cable installation.



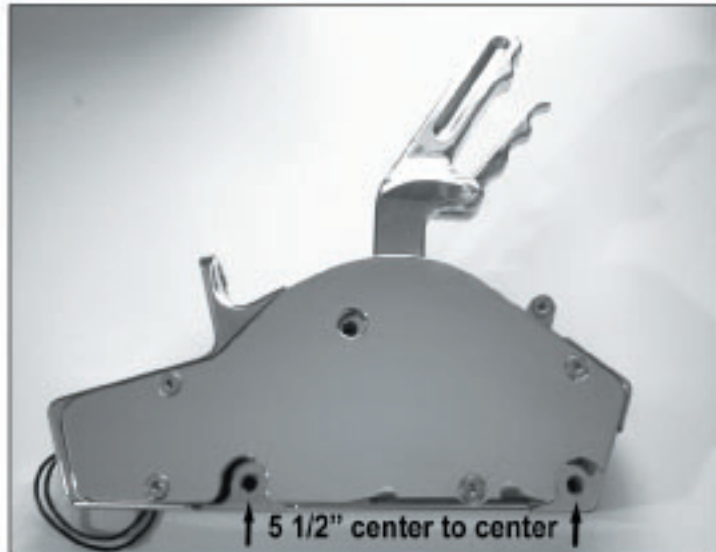
**Photo 4**

**Cable Adjustment:** Place the shifter into the true neutral position. Place the selector lever on the transmission into the neutral position. With both, the shifter and the transmission in the neutral position you can attach the shifter cable. Route the cable through the mid plate so that the cable end is pointing towards the back of the car. Once the cable is through the mid-plate, install the 7/16" lock washer and the jam nut. Leave them loose for the moment. Screw the 10-32 jam nut all the way onto the threaded cable end till it stops. Then thread the quick disconnect extension onto the 10-32 threaded cable end. Leave the jam nut and the extension loose. **Photo 6:** Install the male ball pin from the quick disconnect lever selector lever on transmission in the hole marked 2 (arrow 8). The ball end should point outward. Use the two jam nuts on the threaded end so that one nut is on the front side of the selector lever bracket and one on the backside. This will allow you to position the male ball pin on



**Photo 6**

**Mounting the Pro Outlaw** is also very simple due to yet another unique feature. **Photo 5:** The mounting tab holes are threaded with 5/16 bolts measuring 5 1/2" (center to center). Once the shifter location is determined, mount the shifter to fabricated tabs, at least 3/16" to avoid any flexing.



**Photo 5**

the selector lever so that it does not interfere with the transmission case, the pan, the shield or the chassis. Make sure the shifter and transmission are both in neutral. Use the 7/16" jam nuts at the mid-plate to get the line up of the selector lever with the quick disconnect coupler then snug them against the mid-plate. **Photo: 7** Use the 10-32 cable extension (arrow 9) to obtain the final micro adjustment by slipping the female quick disconnect coupler over the ball on the selector lever off and on. Carefully check to make sure that the lever is not being pulled forward or backward. As you check each gear position, remove the quick disconnect coupler from the selector lever ball and shift the shifter and the transmission separately. Carefully slip the quick disconnect over the ball at each gear position. This adjustment technique will keep you from damaging the cable should the adjustment be off slightly. When finished, be sure to tighten all the jam nuts thoroughly.



**Photo 7**