

INSTRUCTIONS

Outlaw Race Shifter

WARNING: The Outlaw Shifter is for drag race use only, it is not made to be used on public streets or highways.

CAUTION: DO NOT REMOVE ANYTHING FROM INSIDE THE SHIFTER UNLESS INSTRUCTED.

BEFORE YOU START, BLOCK THE WHEELS SO THE CAR WILL NOT MOVE

STEP 1: Route the cable to the transmission so it comes in from the rear. **DO NOT BEND THE CABLE** smaller than 17" across, you may kink the cable and damage it.

STEP 2: Without the shifter mounted drill the holes to mount the shifter. Screw the rod-end (#19) onto the cable (#28) 10 turns. Do not twist the cable. Screw the nut (#29) up to the rod-end and tighten. Place the shifter in neutral, feed the rod-end pin (#10), using a 5/32" hex L-wrench place the pin onto the L-wrench and screw the pin into the back of the handle while locating the whole in the rod-end. Mount the shifter. Using the cable clamp (#24), 2 (two) 10-32m nylon lock-nuts (#27) secure cable to the face of the shifter (#21), making sure the indent of the clamp is in the groove of cable.

STEP 3: Remove the old gear shifting shaft at the transmission and install the one you received with this shifter, making sure the arm is face up.

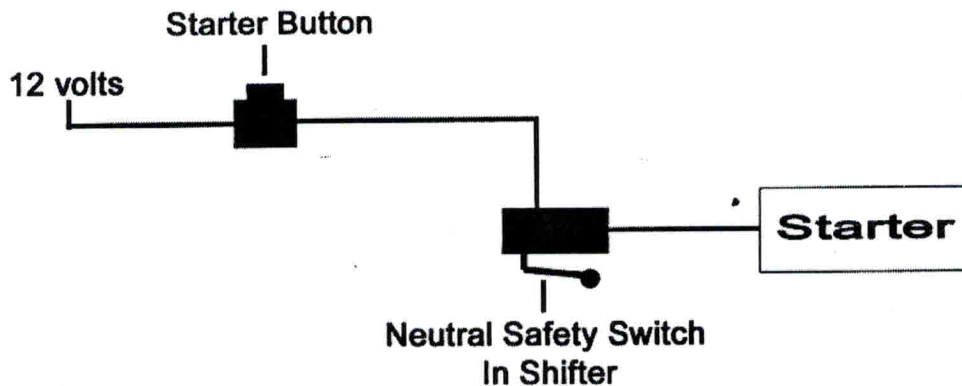
NOTE: The arm will not be pointing straight up.

CAUTION: YOU MUST USE THE SHAFT AND BRACKET THAT CAME WITH THE SHIFTER. IT WILL NOT WORK OTHERWISE !!!
You could cause the gears to be misaligned!

STEP: 4 If you have a steel transmission pan open the hardware bag. Using the 5/16-18 x 1-1/4" long hex bolts and the 3/8" spacers, mount the bracket to the transmission. If you have an aluminum cast pan use the thin spacers. Using the cable clamp, shim plate, 2 (two) bolts and nylon lock nuts mount the cable to the bracket. make sure the indent on the clamp is in the groove on the cable. Move the transmission to the back so it is in park, then move it forward 2 (two) gears so it is in neutral. Put the shifter into NEUTRAL. Have someone apply light forward pressure to the shifter handle while it is in neutral. Screw the rod-end on to the cable at the transmission, rotate the rod-end in until you can slide it into the hole in the transmission arm easily. Have someone move the shifter through the gears while you check to make sure the rod-end slips in and out of the arm easily. Install the cotteners pin and move the nut up against the rod-end and tighten.

Wiring Diagram For Neutral Safety Switch

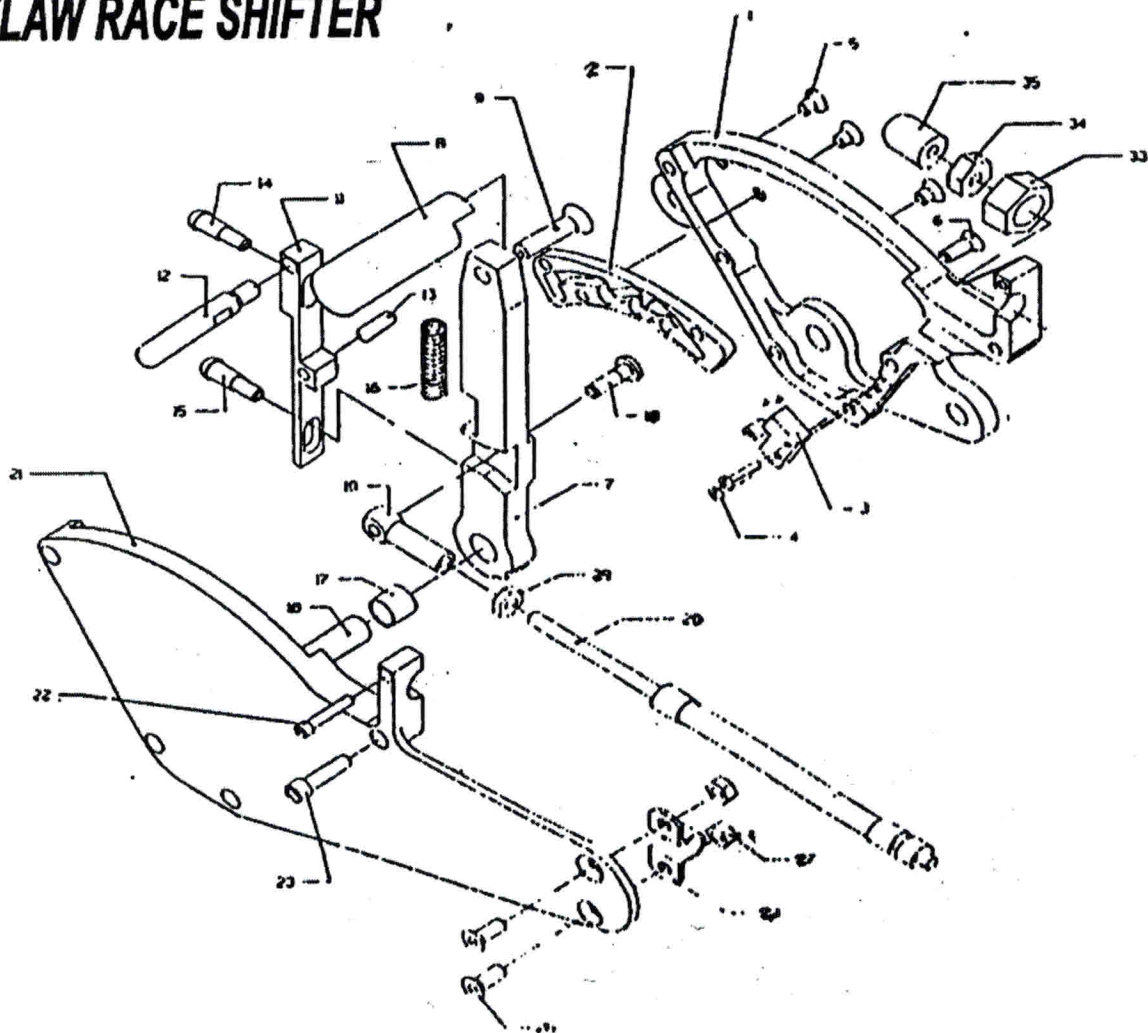
Cut wire from starter button and to starter and make splice to the neutral safety switch.



For wiring the solenoid, follow the directions from the manufacture of the RPM switch.

NOTE: If you are using the MSD 8950 RPM switch please note that the 8950 will supply the ground, you must supply 12 volts to D.C. to the solenoid. Check with the manufacture if you are using another brand

OUTLAW RACE SHIFTER



WARRANTY

The Outlaw Shifter, is warranted for a period of one year from the date of purchase against manufacturing defects. During this period, such defects will be repaired, or the product will be replaced at the option of Biondo Racing Products. This warranty does cover damage caused by misuse, alteration, or negligence. All implied warranties, including but not limited to implied warranties of fitness and merchantability, are limited in duration. Under no circumstances will Biondo Racing Products, Inc. be responsible for special, incidental or consequential damages or cost arising from or in connection with the installation or use of this product of Biondo Racing Products, Inc.

The Outlaw Shifter products is sold "as is" and acceptance of delivery of said parts manufactured by Biondo Racing Products, Inc. Hereby release said Biondo Racing Products, Inc of all liability of any type whatsoever from accidents and/ or injuries. This Outlaw Shifter product is sold as a finished product, the proper installation and operation are the purchasers sole responsibility, Biondo Racing Products, Inc assumes no responsibility of the installation of the said product.