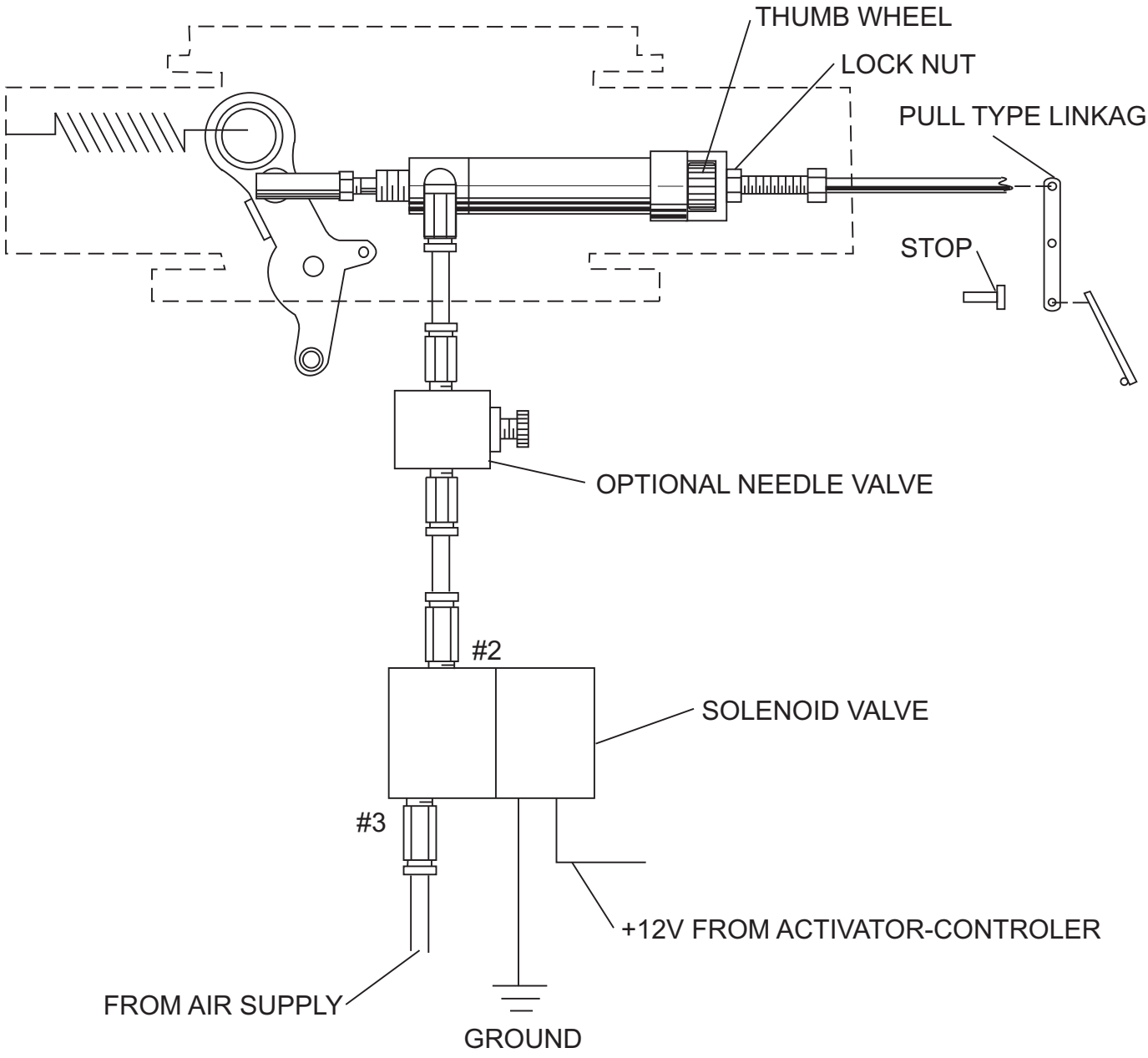
SHIFNOID THROTTLE STOP DIAGRAM

SHIFNOID PART NO. SN8500



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INSTALLATION INSTRUCTIONS
“SHIFNOID” THROTTLE STOP
PART # SN8500

MOUNTING

Before mounting, ensure that your throttle linkage has a positive stop for the throttle pedal and that you have a pull style linkage. Disconnect your existing linkage and mount the ball stud into the upper hole of the carburetor or injector arm. Move the throttle arm from idle to wide open and measure the stroke. If the stroke exceeds 2 inches, move the ball stud closer to the throttle shaft. Connect 1/4 “ OD air line to the fitting (Port #3 on the solenoid) by pushing it into the fitting until it bottoms out. Connect the other end of the airline to your CO2 regulator and set the pressure between 80 PSI and 100 PSI. Turn on the CO2 supply. The cylinder will retract and go to its shortest length. Adapt the linkage to the threaded shaft on the cylinder. Adapters are included for 1/4 - 28 rods or 10 - 32 cables. The cylinder replaces a portion of the linkage and needs to be free floating. The entire cylinder must be able to travel the distance that your linkage travels. While holding the gas pedal wide open, open the carb linkage to full throttle. Mark the solid linkage for cutting or measure how far back the cable mount must be moved. After cutting and rethreading the rod or moving the cable mount, screw the linkage into the appropriate adapter. All linkages vary, but a good starting place is to screw the threaded bolt into the cylinder until it contacts the piston. Final adjustment is made by screwing the threaded bolt in to or out of the cylinder. If you screw the bolt out of the cylinder, you lengthen the linkage and lower the RPMs. If you screw the bolt in to the cylinder, you shorten the linkage and raise the RPMs. After installation and adjusting, verify your throttle pedal and carburetor are wide open at the same time. This step must be done. Without a properly adjusted pedal stop, your linkage will flex, making it impossible to be consistent.

WIRING

The object of wiring your throttle stop is to supply voltage to the solenoid valve when you want the valve to activate and place your carburetor in the STOP position and to not supply, or take away voltage when you want your system to return to WIDE open. There are two wires coming from the valve. Wire one of these to a GOOD chassis ground. When used as a throttle stop or starting line controller wire the other side to your timers or switch so that you are applying voltage when you want to lower the RPM or slow the car.

WARNING

NEVER WIRE THIS SYSTEM TO YOUR TIMERS OR SWITCH AND A TRANSMISSION BRAKE AT THE SAME TIME. DOING THIS COULD RESULT IN YOUR TRANSMISSION BRAKE BEING ACTIVATED BY YOUR TIMER OR SWITCH UNEXPECTEDLY, POSSIBLE CAUSING DAMAGE OR LOSS OF CONTROL.

PLUMBING

Connect your air lines as follows for standard pull type linkage. CO2 Supply / Bottle connects to the #3 or EXH port on the solenoid valve. If you mount the air solenoid in a remote location, the air fitting on the cylinder connects to the #2 or OUT port on the air valve.

USE

Turn your CO2 supply on. The bottle must be on for you to go to full throttle. The main adjustment is done with the thumb wheel and lock nut. This setting determines the overall travel. Loosen the lock nut and turn the thumb wheel in the direction required to lengthen or shorten your linkage. Once adjusted, tighten the lock nut. This is how you determine where you want your linkage, and engine speed to end up, when this controller is activated. You may rough test your system by pushing on the override button on the bottom of the air valve.

QUESTIONS?

If you have questions or concerns on the installation or use of this product, do NOT contact the retailer where you purchased the kit. Most retailers are not equipped to help you with in depth tech questions.
SHIFNOID LTD. has arranged for all tech and warranty to be handled by it’s distributor:

CONTENDER PERFORMANCE PRODUCTS INC. Phone: 740-927-0060 - www.contenderperformance.com