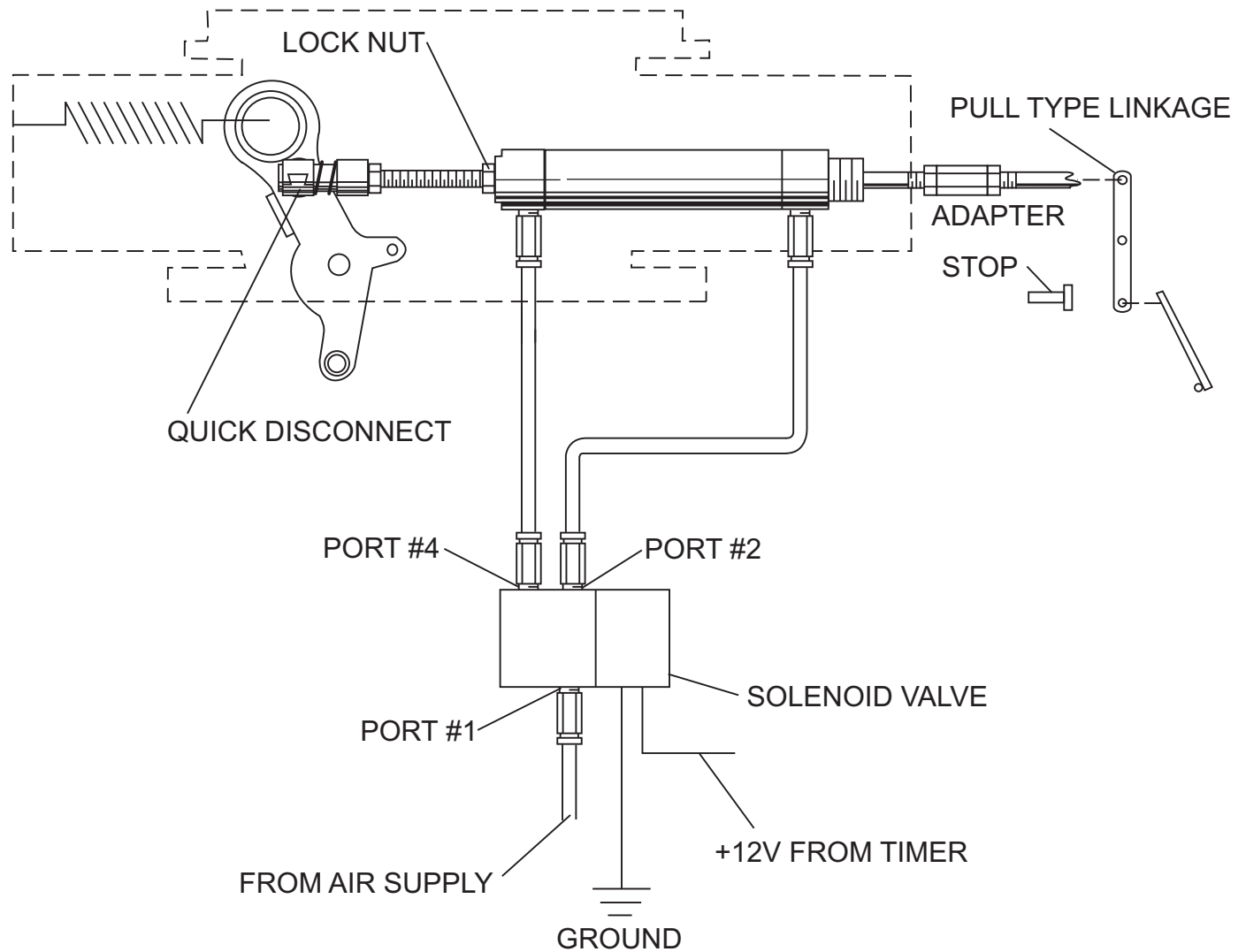


SHIFNOID THROTTLE STOP / STARTING LINE CONTROLLER DIAGRAM

SHIFNOID PART NO. SN8800



SN8800 INSTALLATION INSTRUCTIONS

MOUNTING & PLUMBING

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. Mount the electric air valve in a spot suitable to allow easy plumbing and access to the screws on one side of the valve. Use the included 6-32 screws through the two mounting holes with washers between the mounting surface and the solenoid. Connect 1/4 " OD air line by pushing it into the fittings until it bottoms out.

PORT 2 - to rear / back port on air cylinder PORT 4 - to forward / front port on cylinder PORT 1 - to bottle regulator

Set your CO2 regulator pressure between 80 PSI and 120 PSI. Turn on the CO2 supply. The cylinder will retract and go to its shortest length. Adapt your linkage to the 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 your linkage for cutting or measure how far back your cable mount must be moved. Your linkage rod or cable end must support the weight of the back of the cylinder. Be sure to mock up and test the system before making any permanent changes to your linkage. After cutting and rethreading the linkage 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 rod into the cylinder until it contacts the piston. After installation and adjusting, push your pedal all the way down and verify your throttle pedal and carburetor are wide open at the same time. Adjust your pedal stop to contact your throttle pedal. 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 the solenoid is to supply voltage to the solenoid valve when you want the valve to activate and place your carburetor in the STOP position and not supply, or take away voltage when you want your system to return to WIDE open. There are two wires coming from the valve. When used as a starting line controller, wire one of these to a good chassis ground. Wire the other side to your transbrake switch so that you are applying voltage when you want to lower the RPM's. When used as a throttle stop, wire one to a good chassis ground and the other to your timer.

WARNING

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

MAIN RPM ADJUSTMENT

The main adjustment is done with the threaded rod on the carburetor end. Remove the quick disconnect from the carburetor, loosen the jam nut and shorten or lengthen the overall setting by screwing the threaded shaft in or out of the air cylinder. This setting determines the overall travel. This is how you determine where you want the linkage and engine speed to end up, when this controller is activated. If you screw the rod out of the cylinder, you lengthen the linkage and lower the RPMs. If you screw the rod in to the cylinder, you shorten the linkage and raise the RPMs. Once you have arrived at your setting, tighten the jam nut securely. You may test the system by pushing on the override button on the bottom of the air valve.

TO USE BUILT-IN FLOW CONTROL

On the air valve there are screws marked 1 and 2. Screw 1 controls the speed of the rod as it extends and screw 2 controls the speed at which the rod retracts. By using these screws you can regulate the speed at which the stop controller activates and deactivates to help prevent shocking your drive train and thus possibly eliminating tire spin and inconsistencies in your run. Putting the screws flush with the body of the solenoid allows the flow to be wide open. As you close the screws you slow down the rate the air flows, which slows down the rate the cylinder travels. Most of the adjustment is in the final two turns of the screws.

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