



## Motion Raceworks Operator Shifter Instructions

### Powerglide or 2 Speed TH400 Rear Exit Cable

### 16-1604, 16-1804

**Congratulations on your purchase of the Operator Series Shifter. This shifter is a result of thousands of hours of design, testing, racing, and refinement. We hope you love it!**

*\*\*\*Please note: This shifter is intended for racing. Improper operation or installation may cause damage to yourself, vehicle, or others around you.\*\*\**

#### **Installation:**

1. Insert shift cable into shifter with shifter in park position, being sure to align cable end into lower pin hole (dowel pin hole access from passenger side plate).
2. Insert dowel pin to lock shift cable to shifter handle (Figure 1). Use the 4-40 x 5/16 bolt to fasten the dowel pin plug in place, retaining the shift cable dowel pin (Figure 2).



**Figure 1**



**Figure 2**

3. Mount shifter in vehicle using supplied mounting feet and ¼-20 socket head bolts and locking nuts. Other mounting options are available ala carte (tube mounts for 0.75in, 1.0in and 1.25in as well as car specific mounts)

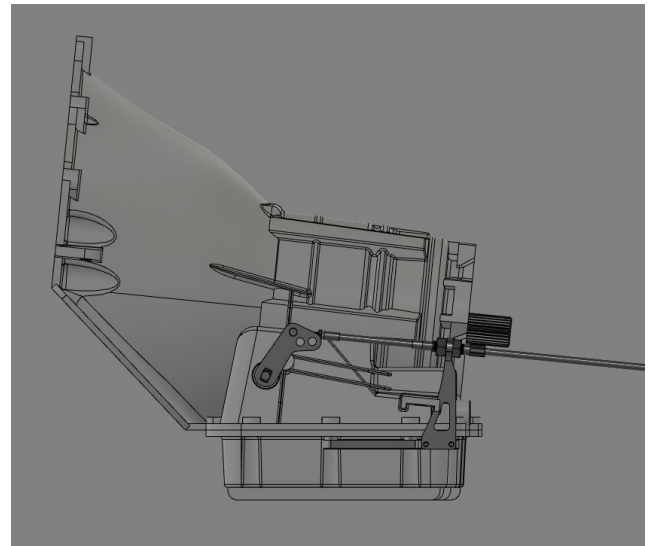
**HOLE A: TH400, TH400 2SPD, TH350**

**HOLE B: 4L80E, 4L60E, 700R4**

**HOLE C: POWERGLIDE**

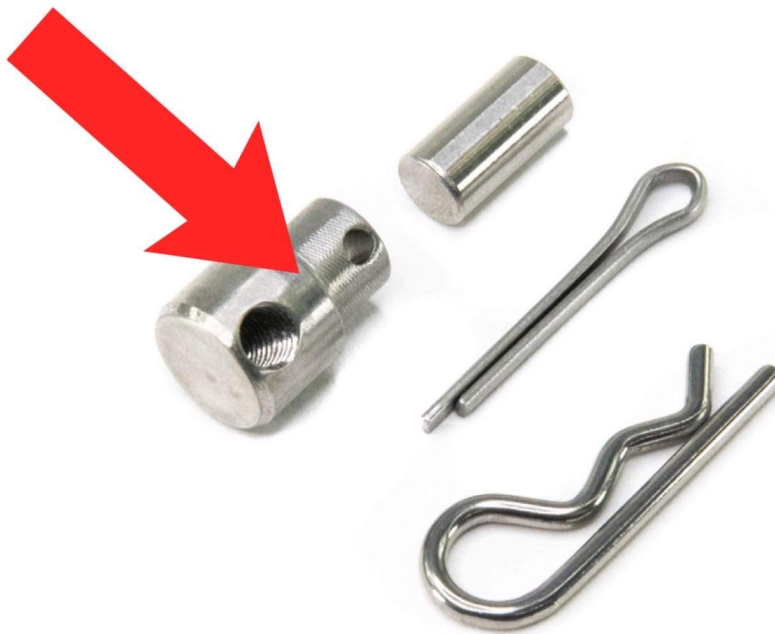


**Figure 3**



**Figure 3.1**

4. Moving down to the transmission, install the gear selector bracket on the transmission shift shaft as shown in Figure 3.1. (Note be sure to install the side marked OUT facing out as seen in Figure 3).
5. For Powerglide shifters use hole C, and 2 Speed TH400 shifters use hole A.
6. Install the shift cable mounting bracket using the supplied 5/16 x 1.5in bolts to replace the 2 corresponding transmission pan bolts.
7. Insert the shift cable into the shifter cable bracket and tighten near the middle travel using the two 7/16 nuts supplied on the shift cable.



**Figure 4**

7. Thread the shift cable swivel end (Figure 4) onto the end of the shift cable until it aligns and freely slips in and out of the hole in the gear selector corresponding to your transmission type. Figure 4
8. **IMPORTANT** : Next you'll check alignment of the shifter by ensuring that the swivel end is free to move in and out of the gear selector in each gear, especially drive gears (i.e. 1,2 etc.). Adjust as needed until free fitment in each gear is obtained. We suggest removing the swivel end completely from the selector, manually pushing selector to next gear while also moving shifter and then verifying that the selector slides in and out freely. This insures that the transmission is firmly in the next gear and the shifter is adjusted appropriately.  
Note: Failing to insure the swivel end is loose and free / loose in each gear can result in the transmission and valve body not properly engaging a gear and can result in damage or failure of the transmission or that particular gear.
9. Install either the supplied cotter pin or hair pin (quick pin) to retain the swivel end in the gear selector bracket. Note: we supply both styles so you can use what you prefer.

Notice: Insuring that the swivel end in Figure 4 is properly adjusted is something that should be periodically checked. This needs to be done anytime a transmission is serviced, a shifter is removed or anytime the cable is manipulated or unbolted from the transmission.

### **Wiring:**

Each Motion shifter is supplied with both Park/Neutral safety and Reverse internal microswitches. It is recommended that the microswitch be used only as a relay trigger (ground or power) for anything over 5 amps maximum (continuous or startup). These are a simple in/out switch and the wiring is not dependent on polarity. Wiring from the shifter is supplied as flying leads to allow the use of the customer preferred connector type.

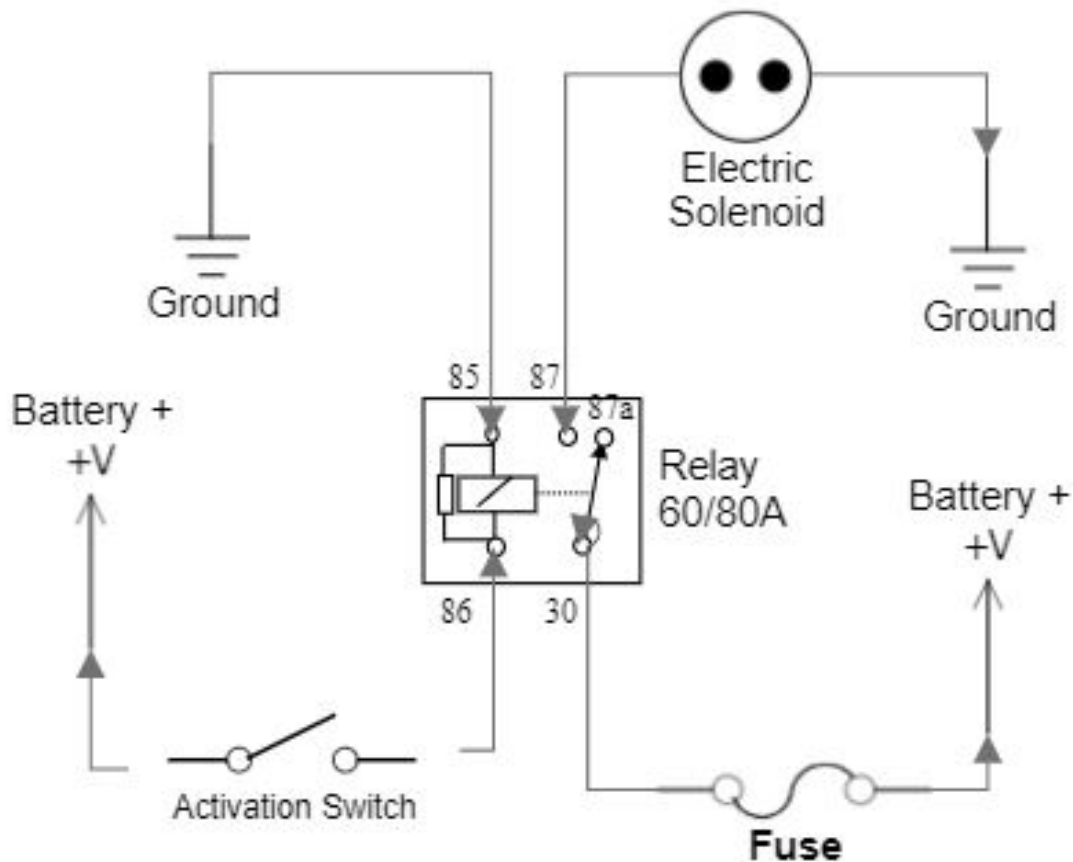
### Neutral Safety Switch Wiring

Input - Purple  
Output - Purple

### Reverse Switch Wiring

Input - Black  
Output - Black

# Operator Shifter Electric Solenoid Wiring Diagram



Please Note: We recommend testing electric solenoids with the linkages to the transmission connected and final routed before racing your vehicle.

Please Note: Relay wiring for pin 30 and 87 must be minimum 10 gauge wire.

Please Note: Proper shift trigger settings need to be utilized to insure performance of electric assist. Failure to do so can result in missed shifts, shifters that will not come out of final gears and other complications.

### Questions/Concerns? Give us a call!

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Call: (800) 878-9274