

TRU-SHIFT™

THROTTLE CORRECTION SYSTEM

Sniper Instructions

Thank you for purchasing Bowler's new Tru-Shift Throttle Correction package. Begin by unhooking the detent cable from the carb linkage under the hood. Before you get under the vehicle make sure that it is properly secured and that the transmission is cool. Now you can remove your old detent cable from your transmission. **(Due to different cable lengths you must use the new detent cable supplied)** Loosen the 10 mm bolt holding the cable to the transmission, then twist and pull up on the cable housing to remove it from the case. Discard your old cable. * Caution some fluid may come out after the cable is removed. Remove your old detent cable grommet Figure 1, and install the new supplied grommet, ensure that the grommet is fully seated into the transmission case.

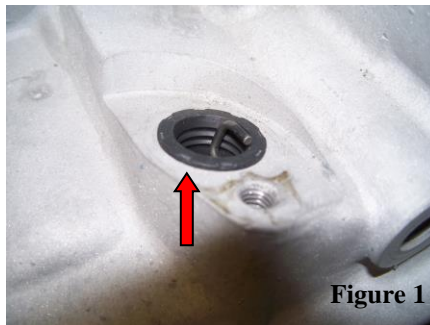


Figure 1

Now you need to pull the transmission detent wire up out of the transmission case hole and hook it on the top side of the grommet, this will hold it while you hook the detent cable up, see Figure 2.

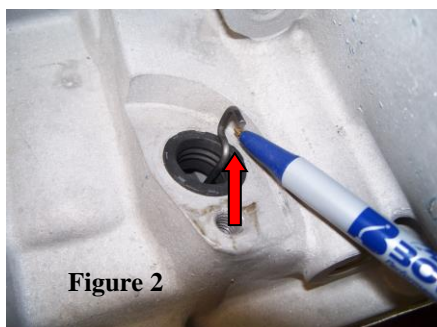


Figure 2

Apply a small amount of grease / lubricant to the detent cable housing that will be installed into the grommet, then hook the cable eyelet to the detent cable wire from the transmission, see Figure 3. While guiding the cable housing into the grommet, you should pull the top side of the cable to ensure tension is retained while installing the cable, see Figure 4. Once the cable is fully seated into the grommet and transmission case pull on the cable, see Figure 4, to ensure the cable has spring tension and pulls smoothly and returns.

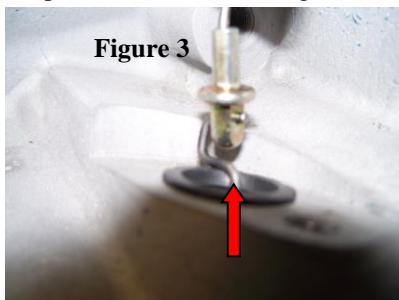


Figure 3

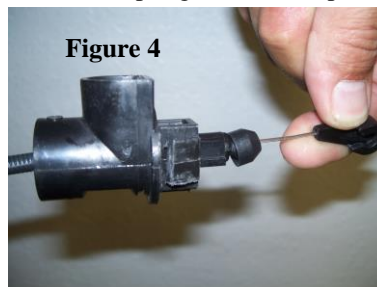


Figure 4

Now you can re-install the bolt that retains the cable to the transmission and tighten, see Figure 5. Figure 6 indicates how the installed cable should look. Now you can move to the top side of the vehicle.

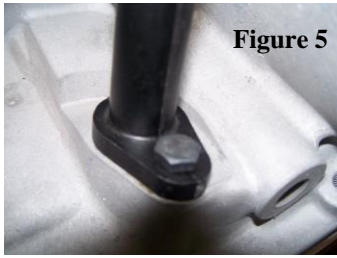


Figure 5



Figure 6

Remove any current brackets and attach the new detent cable bracket as shown below. **Ensure that you hold the bracket in location, the front tab should be tight against the carb body while tightening.** * See Figure 7 Red Arrow (pictures are representations only and may differ from actual product)

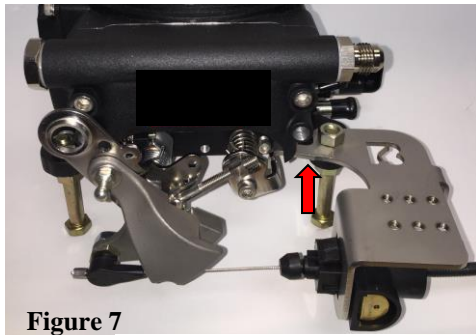
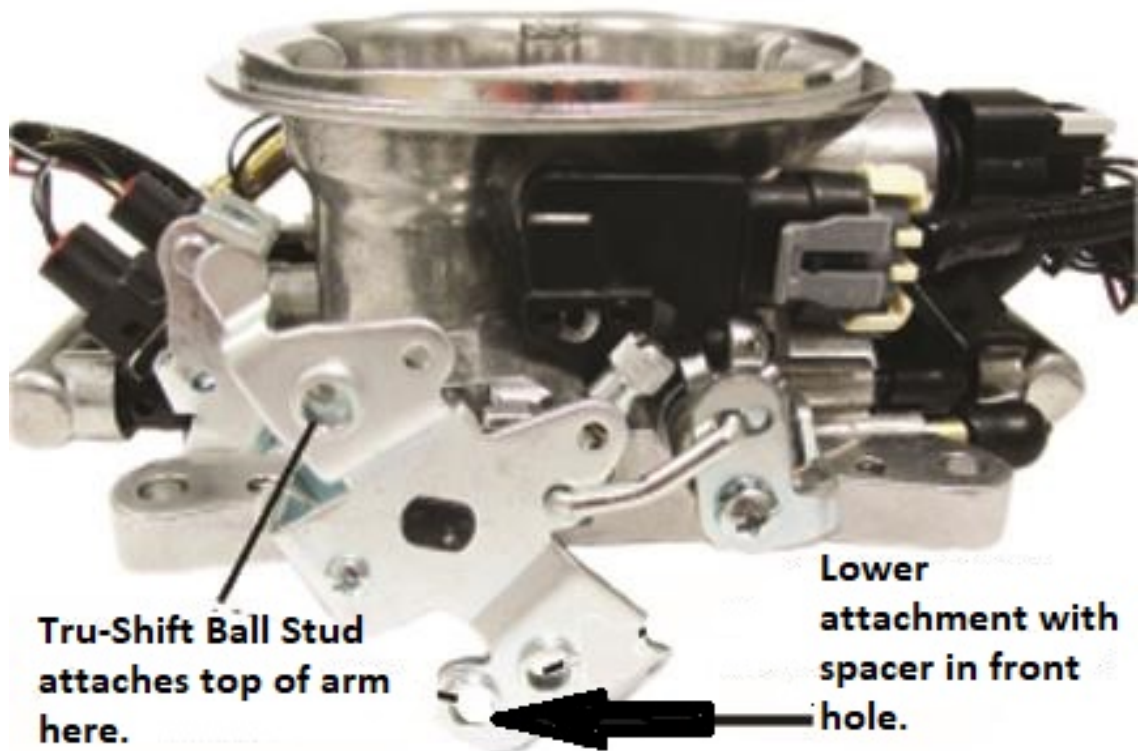


Figure 7

Remove any current arm or brackets and attach the new throttle correction arm using the supplied nuts bolts and washers.

The correction arm will be attached using the supplied ball stud on the top hole and the spacer behind the new arm on the bottom hole. (if you are using a Lokar Throttle cable you will use your current ball stud instead)



Snap the included detent cable on to the new bracket and hook the detent cable up to the correction arm eyelet as shown to the left. The cable should be pushed all the way back into the cable housing

After the new system is installed, force the throttle wide open a couple of times, the detent cable will ratchet out to the proper setting. Ensure that there is no binding or hanging of throttle system. You are now ready to install the appropriate throttle cable bracket and hook up your throttle cable.

TRU-SHIFT™

THROTTLE CORRECTION SYSTEM

Tru-Shift Throttle Bracket Options

Your new Tru-shift System will work with 5 different styles of Throttle linkage: a Factory GM Square Hole, GM Round Hole, Lokar, Gennie or Factory Rod Style. (Also available upon request, Lokar w/Lokar cruise control). Below will show each throttle bracket option and explain how to install your optional brackets. If you have any questions, please call Bowler Transmissions.



GM Square Hole



GM Round Hole



Lokar

Sniper Rear Bracket (Leave Off Top Bracket To Use For Rod Style Throttle)

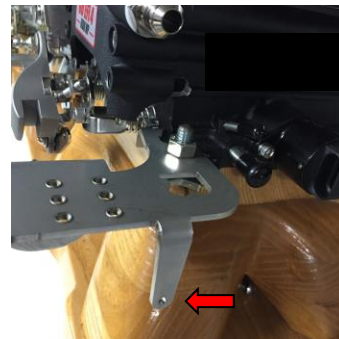


Figure 01

Use the supplied stainless 10-32 pan head bolts with lock washers to install the needed throttle cable bracket (as shown above no additional bracket is needed for the rod style throttle). There are three mount locations for the throttle cable bracket on top of the detent bracket. The throttle cable bracket is also slotted to allow for proper location of the throttle cable and to ensure wide open throttle can occur. Since every vehicle varies, you will have to check to see which location is best suited for your cable. *See example with throttle bracket installed.* Once the bracket is tightened you can hook up your existing throttle cable. Ensure that you always check for wide open throttle with your gas pedal and ensure that the cable does not bind. Before driving make sure the cable moves freely and returns to the idle location. If you choose to use a rear mount return spring there is a location on the main bracket that you can use. *See Figure 01.* You should now check the fluid level and top off if necessary. Ensure you check the fluid with the vehicle running and in park. Check for any leaks and then test drive and re-check fluid hot.

Bowler Transmission is not responsible for accidents. Do not modify this bracket in any way. If you have problems with the fitment or operation, please contact Bowler's. Bowler Transmission is not responsible for any damage to the transmission due to misadjusted or improperly installed Tru-shift systems.

Contact Bowler Performance Transmissions if any further adjustments are needed or if you have any questions or comments. Please contact us if you have any concerns or have any problems bolting the system on or if the shift quality doesn't seem proper. Do not make any adjustments to the linkage without contacting us first. Bowler will not be responsible for transmission failure due to modifying or adjusting our Tru-Shift System.

*** Please check for wide open throttle before starting or driving the vehicle, due to different styles of throttle cables (not detent cable) some modifications may need to be made to your current throttle cable system to ensure that there is no binding or hanging of throttle. If you feel you have binding of the throttle system immediately call for tech support. Bowler Performance Transmission will not be responsible for any damages due to improperly functioning throttle system.**

**** Any modifications made to our Tru-shift system (cable, bracket or arm) will void warranty and can and will result in transmission failure. Always ensure that you use the included cable, bracket & Tru-shift arm (no other parts will work with this system)**

Thank you for your trust in Bowler Performance Transmissions Products!

**** If you have an Air Conditioning system installed with an idle kicker installed on the carb, you will need to remove the idle kicker and re-adjust your idle. (Failure to remove the idle kicker could result in holding the throttle open; Bowler Performance Transmissions will not be responsible for this problem)**



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