



#6101 CO2 Shifter Special Double Shift
MSD Ignition or Mallory Hy-Fire

PARTS INCLUDED IN THIS KIT

1 - Electronic box

READ ALL INSTRUCTIONS CAREFULLY BEFORE PROCEEDING

1. Mount electronic box with supplied 8-32 screws. **THE SCREWS MUST NOT GO MORE THAN 1/4" DEEP INTO THE VIBRATION MOUNT.**

WIRING

12 Volt + - # 16 or larger wire to a source which has 12 volt positive (10 AMP FUSED) only when your ignition is on. This unit is also 16 volt compatible.

Reset/Arm - When 12 volts is supplied to this terminal and removed the box will reset (ready lite on) this takes the place of pushing the reset switch. A remote N/O button can be used or if class rules allow, you can tie into your trans brake wire or line lock.

Tach - # 16 or larger wire to the tach output of your ignition box.

Override - ***THIS TERMINAL NOT NORMALLY USED.*** When a **Ground** signal is supplied to this terminal the unit will activate the same as if RPM was reached. This terminal can be used to test your shifter solenoid operation without starting the engine.

Output # 1 - # 16 or larger wire to either wire of the shift solenoid or relay coil terminal. Connect the remaining wire of the shift solenoid or relay to ground. If you're using an electric solenoid that draws more than 10 amps you must use relay to activate it.

Output # 1 sends 12 volts not a ground

Ground - # 16 or larger connected to a **Chassis Ground**. A chassis ground is a solid connection to a clean tube or frame member which is directly connected to the negative side of the battery. The dash and floor tin are not good grounds.

SETTING RPM SHIFT POINTS

1. With power turned on push select switch to the right. 1-2 will show on display. Then the rpm.
2. Push the adjust switch up or down to set shift rpm. IE 50=5000 60=6000
3. Push select switch to the right again. 2-3 will show on display. Then the rpm.
4. Push the adjust switch up or down to set the shift rpm. IE 50=5000 60=6000
5. After setting shift rpm push the select switch to the right again to save the settings. The display will go blank until the box receives signal from tach input. When engine is running display will show -1- When box shifts to second the display will show -2- and so on. When override terminal is used to shift it will not show -3- only when rpm does it.
6. Rpm settings will also be saved after 30 seconds from being changed if power is on to box.
7. RPM MAY NEED TO BE SET AS MUCH AS 600 RPM SOONER THAN SHIFT POINT DEPENDING ON TRANS USED.

TESTING

1. Turn on CO2 bottle and turn on ignition. **DO NOT START ENGINE!**
2. Place shift lever in first gear.
3. Push ARM switch on control box to the right, red light will come on.
4. Touch a ground wire to the terminal marked **OVERRIDE**. The shifter will move from 1st to 2nd gear. The red light will go out.
5. Touch wire to terminal again. The shifter will move to 3rd gear.
6. Go through steps 2 through 5 several times to familiarize yourself with the complete operation.
7. If you are going to install an override button, connect now through a normally open button on the wheel with the other side of the button to chassis ground. Retest using button.
8. Safely support the car on jackstands.
9. Start engine and repeat test procedure using low RPM (3000-3400)
10. Remove low RPM settings and set to desired shift RPM settings.

IMPORTANT: If you are using solid core spark plug wires there is a possibility you are creating enough electrical interference (radio noise) to confuse the system. If you encounter erratic shifts or break-up shifting down track but not on jackstands, change to a full set of suppression wires. MSD, Moroso and Accel make racing suppression wires.

WARRANTY

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