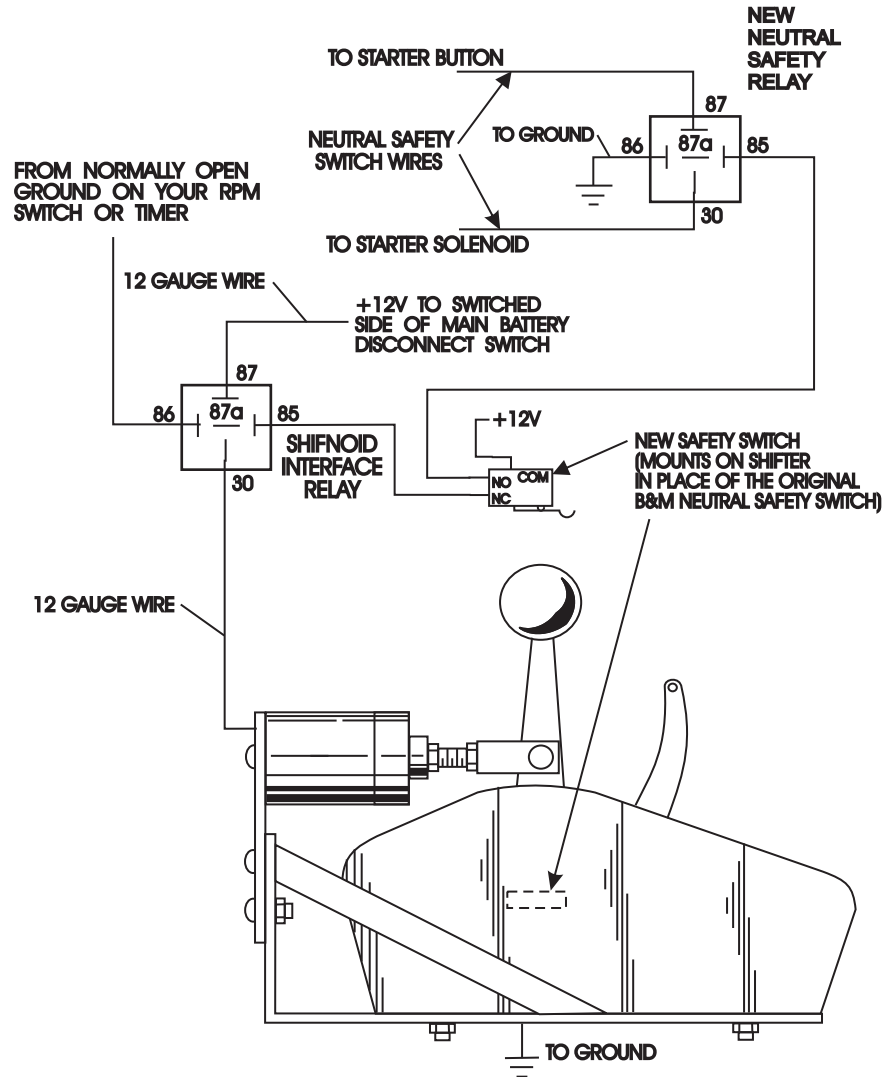


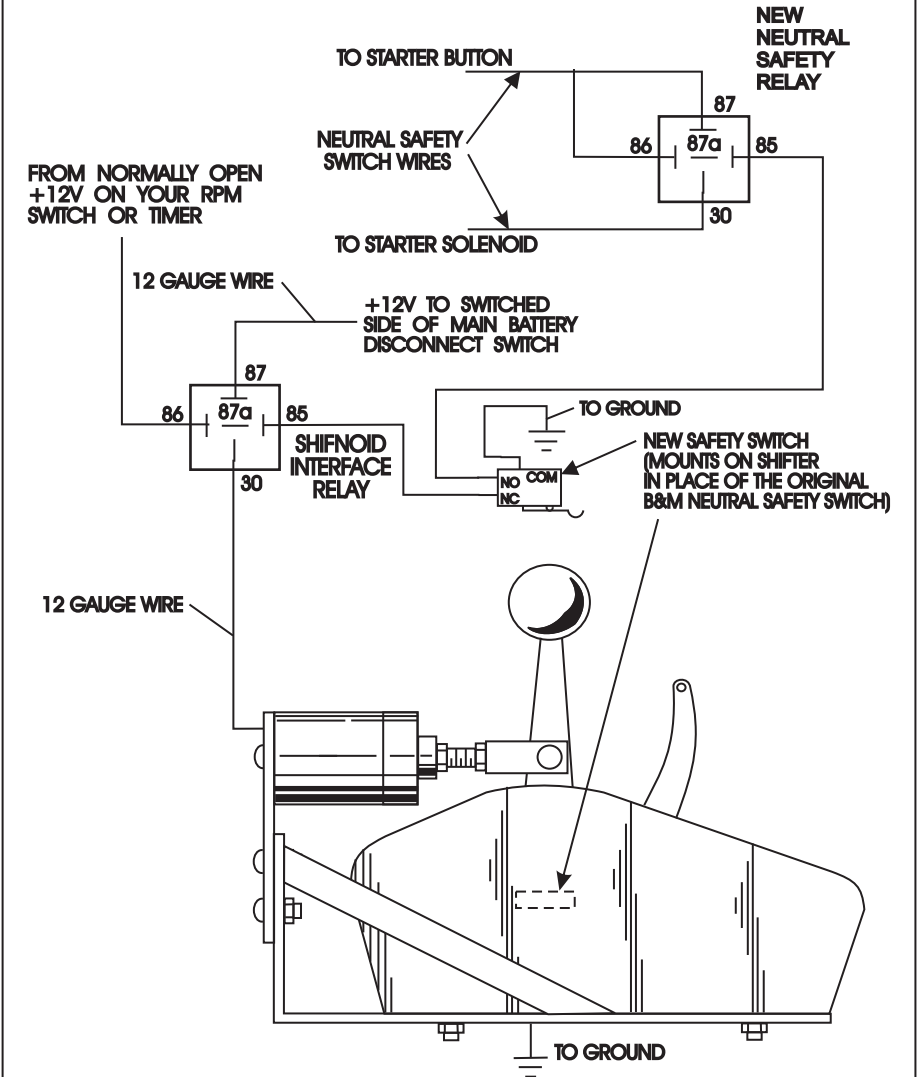
SHIFNOID WIRING DIAGRAM

FOR a B&M PRO RATCHET with SN5071 SOLENOID KIT

IF YOUR RPM SWITCH OR TIMER SUPPLIES "NORMALLY OPEN GROUND" (SHIFNOID OR MSD) USE THIS DIAGRAM



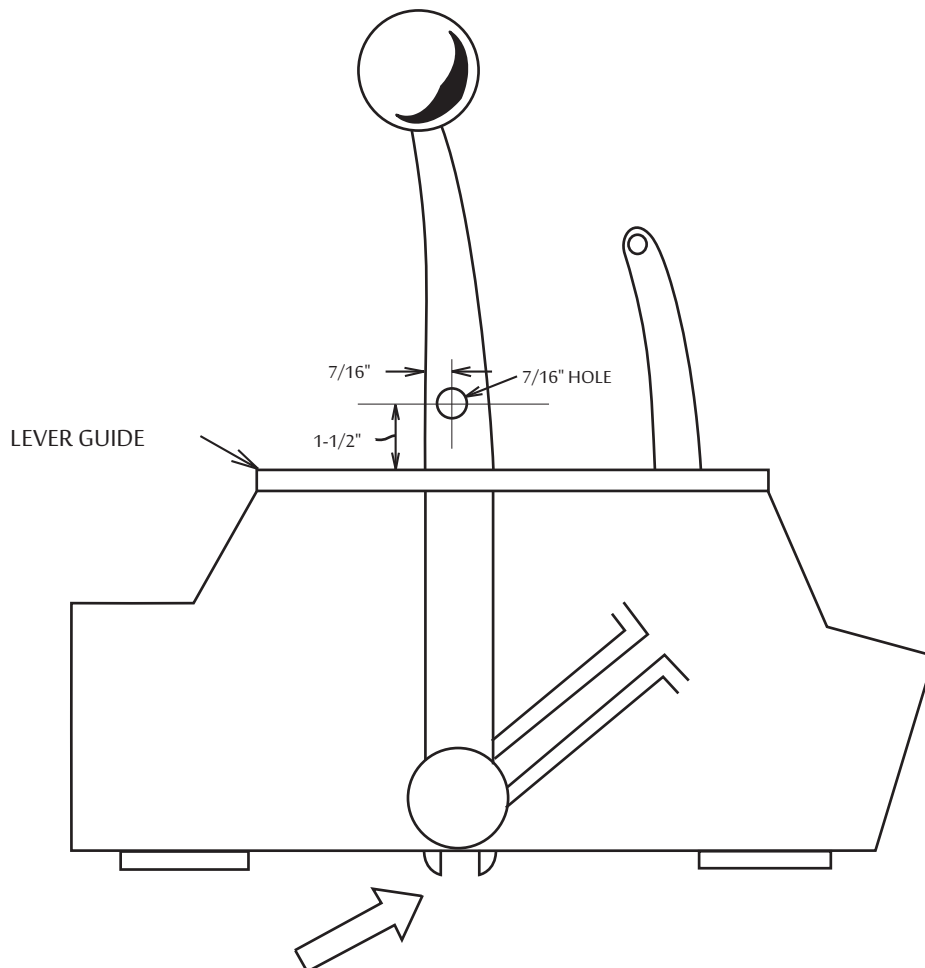
IF YOUR RPM SWITCH OR TIMER SUPPLIES "NORMALLY OPEN +12V POSITIVE" (DEDENBEAR OR DIGITAL DELAY) USE THIS DIAGRAM



MODIFYING YOUR "B&M" 80842 PRO RATCHET SHIFTER TO INSTALL SHIFNOID SN5071 SHIFT KIT

Drill a $7/16$ " hole, $7/16$ " from the back edge of the shifter lever, $1/1/2$ " above the lever guide as shown. This hole is oversize to allow for an arc accommodation. The correct placement of this hole is critical to the operation of the solenoid. Please be precise. Dimensions shown are with cover removed. It is recommended you center punch the correct spot and start with a small drill bit and work up to the final size.

Depending on the date of manufacture of your shifter, this step may not be necessary. The handle of the shifter extends below the base of the shifter housing. It is common to have the chrome handle rub against the SHIFNOID base plate. This is only noticeable when you shift the shifter lever toward the front or rear. Before installing the shifter, please check for this condition. If it exists, sand or grind a small amount off of the shifter lever so that it clears the SHIFNOID base plate when the shifter is in **ALL** positions.



INSTALLATION INSTRUCTIONS

“SHIFNOID” PART #SN5071

REVERSE PATTERN 3 SPEED KIT FOR B & M PRO RATCHET® SHIFTER

MODIFYING YOUR “B&M SHIFTER

Before installing this unit on your “B&M Pro Ratchet”, the shifter has to be modified according to the Modifying Diagram provided. This consists of drilling a 7/16” hole in the shifter lever 1 1/2” above the lever guide and 7/16” from the back edge of the lever, and possibly sanding the shifter handle base for clearance. (See diagram)

MOUNTING THE UNIT

The SHIFNOID mounting bracket is designed for the “B & M Pro Ratchet” # 80842, three speed shifter only. The holes in the base of the bracket align with the holes in the base of the shifter. Mount the main bracket between the shifter and floor or mounting surface, with the bolts supplied with your shifter. **Verify this bracket is well grounded to your cars chassis. Paint, powder coat, carpet, and removable shifter platforms typically will create a “ weak “ ground. This will result in a solenoid that will be weak, overheat, and have a short life.** Stop at this point to wire the switches that go under the aluminum cover. Please read “WIRING THE UNIT” before installing the aluminum cover. After wiring, install the shifter cover supplied with your shifter . Mount the SHIFNOID solenoid and bracket it came attached to, to the main bracket with the bolts provided, through the two holes provided in each bracket. Slip the plunger inside the solenoid and temporarily install the clevis on the handle of the shifter. Align the solenoid by adjusting the position of the two main brackets in relationship to one another and tighten nuts. The solenoid must be aligned so that there is no binding when the shifter is moved through its complete cycle. This alignment is important for the smooth operation of this kit. **Adjust the length of the plunger with the clevis and threaded rod making sure that you are putting your transmission fully in each gear. The object is to adjust the plunger and clevis assembly to it’s longest possible length, still allowing the shifter to travel far enough to complete each shift. When finished, the entire plunger, lock washer and jam nut should be inside the solenoid when the shifter handle is pulled back. Verify that the handle will travel all the way back to confirm you are fully completing the shift.**

WIRING THE UNIT

Follow the wiring diagram supplied. If your RPM switch or Timer supplies Normally Open Ground” connect the trigger wire from your device to post 86 on the SHIFNOID interface relay. **Supply post 87 with 12V+, through a 12 gauge wire coming directly from the switched side of your master battery disconnect switch.** Connect post 85 to the N.C. terminal on the new safety switch. Connect post 30 to the solenoid through a 12 gauge wire.

If your RPM switch or Timer supplies a “Normally Open 12 V+” connect the trigger wire from your device to post 86 on the SHIFNOID interface relay. **Supply post 87 with 12V+, through a 12 gauge wire coming directly from the switched side of your master battery disconnect switch.** Connect post 85 to the N.C. terminal on the new safety switch. Connect post 30 to the solenoid through a 12 gauge wire.

There is a new safety switch supplied with this unit. Install this switch in place of the original B & M Neutral safety switch. This switch **MUST** be used so the shifter cannot be electrically activated while in Park or Neutral. This switch must be correctly adjusted before you install your aluminum cover. This switch must make and brake contact as the shifter moves between Park and Neutral and any Forward or Reverse gear. Do NOT over tighten this switch. If you already had the B&M shifter installed in your car, you had two wires going to the original neutral safety switch. Remove these wires from that switch and move them to the new “neutral safety relay”, post 87 and 30, as shown. If you are installing the shifter and shift kit for the first time, you will create a neutral safety circuit by interrupting the wire that runs between your starter button and your starter solenoid. The new neutral safety relay is placed in that line, one wire going to post 87, the other to post 30, as shown

DO NOT CONNECT THE SOLENOID DIRECTLY TO AN RPM SWITCH. ALWAYS USE THE SAFETY SWITCH AND THE INTERFACE RELAY. AN UNINTENTIONAL SHIFT COULD INJURE SOMEONE AND THE RPM SWITCH MAY BE DAMAGED.

WARNING

Be Prepared! If you are using an RPM switch or Timer, you must be aware that at any time RFI (Radio Frequency Interference) could stop your RPM switch or Timer from activating. This in turn could cause your automatic shifter to not activate and you will need to shift manually. Always pay attention to your car and be prepared to manually shift or lift off of the accelerator to prevent the over revving of your engine. One of the best ways to protect your engine under these conditions is to also install some type of over rev control so that the engine cannot reach an RPM beyond it's safe limits. Please read the enclosed information on RFI included with this kit.

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