

Installation Instructions for 15760 Starting Line Controller

BE CAREFUL – DO NOT OVERTIGHTEN THE THREADED FITTINGS! Use a liquid Teflon thread sealing compound to avoid leaks and to guard against galling of threads.

MOUNTING:

1. Remove throttle cable or rod from your carburetor and remove rod end hooked to the carburetor.
2. It is usually necessary to shorten your linkage rod length. The adjusting bolt on the air cylinder has been tapped to a 1/4"-28 thread. Included is an adapter to reduce this to #10-32 if needed.
3. Install the opposite end of the cylinder to the carburetor linkage using the supplied quick disconnect. It may be necessary to support the cylinder so it does not distort the linkage.
4. Verify all rods, linkage, springs, cables & cylinder are lined up and are not catching or binding anywhere in system.

WIRING:

The object of wiring the throttle stop is to supply voltage to the solenoid valve when you want the valve to activate and place the carburetor in the STOP position and to not supply, or take voltage away when you want your system to return to WIDE open. Wire one of the wires leading from the solenoid to chassis ground. When used as a throttle stop or starting line controller, wire the other wire leading from the solenoid to a timer or switch so that 12 volts is being supplied when you want to slow the car.

WARNING!

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

PLUMBING:

Connect air lines as shown below for standard pull type linkage. CO2 Supply / Bottle connects to port #3 on the solenoid valve (sold separately). CO2 bottle regulator should be set to approximately 80 PSI.

ADJUSTMENT:

Be sure the bottle is open all the way. Main adjustment is done with the bolt adjuster and lock nut. This setting determines the overall travel. Remove the cylinder from the carburetor with the quick disconnect, or the linkage from the cylinder so that you can turn the bolt adjuster. Loosen the lock nut and turn the bolt in the direction required to lengthen or shorten your linkage. Once adjusted, tighten the lock nut and reattach the unit to your carburetor or linkage. This is how to determine where you want the linkage, and engine speed to end up, when this controller is activated. You may rough test your system by pushing on the silver override button on the side of the solenoid valve.

