INSTALLATION INSTRUCTIONS

#6000 CO2 Shifter
For MSD Ignition or Mallory HyFire

PARTS INCLUDED IN THIS KIT

<table>
<thead>
<tr>
<th>1 - Control unit with air fittings</th>
<th>2 - 1/4-20 Bolts</th>
<th>1 - Splice Connector</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - Dual Gage Regulator w/ fitting</td>
<td>2 - Shifter shims</td>
<td>8 feet 1/4 inch airline</td>
</tr>
<tr>
<td>1 - Tach output double connector</td>
<td>1 - 10oz CO2 bottle</td>
<td>2 - 1/4-20 Nylock nuts</td>
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READ INSTRUCTIONS CAREFULLY BEFORE PROCEEDING

1. Mount bracket and cylinder to shifter and adjust. See instructions provided with bracket and cylinder kit sold separately.

2. Mount control unit as close to shifter as possible usually within 1-2 feet. The exhaust port on the bottom of the control unit must not be blocked off.

3. Run 1/4 inch airline from control box fitting stamped IN to the regulator. This line should be longer than the 1/4" line that runs to the shifter to insure adequate air supply should you forget to turn on the bottle before a run. Important - Pressure to control unit must be regulated to 95 PSI or other pressure specified with bracket kit.

4. Be sure all fittings are tight, then turn on the bottle. Test all fittings with soapy water for leaks.

5. You are now ready to test. Connect red wire to 12 volt positive. Place shifter in 1st gear. Touch short black wire to good ground. Shifter should move into high gear. Touch short black wire to ground and hold to be sure air cylinder is not trying to push shifter past high gear. This step is not required for three speed applications.

6. Connect wires per figure #1 for rpm shift. For time shift connect short black wire to ground and red to timer output.

7. Start car on jack stands with low RPM test chip inserted. Place in low gear run RPM past chip where it should shift into high.

8. Remove test chip and replace with desired shift point chip. Use standard MSD or Autometer RRM chips.
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IMPORTANT NOTE

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, try changing your coil to distributor wire to a suppression racing wire. MSD, Moroso, and Accel make racing suppression wires. If you still have problems change to a full set of wires.