



LENCO 3,4,5 SPEED for MSD or Other Standard Ignition

ONLY for MAG with MSD #8132 Tach convertor

READ ALL INSTRUCTIONS BEFORE PROCEEDING

*******CAUTION*******

The Lenco Shifter should be installed only by a qualified race mechanic. If you are unfamiliar with any of the operations or terms in these instructions, you should have a qualified race mechanic install this device for you. Improper installation may cause property damage, personal injury or death.

The ACD Lenco Shifter allows you to shift at a different RPM for each shift. The unit will also automatically switch to the next RPM setting even without RPM drop.

Special Note: Mount electronic box with supplied 8-32 screws. **THE SCREWS MUST NOT GO MORE THAN ¼" DEEP INTO THE VIBRATION MOUNT.**

WIRING

12 Volt+ - Connect to a 12 Volt (10 amp fused) ignition source (unit is 16 Volt compatible). **IMPORTANT:** If you shut off your ignition when going thru the traps, you must run 12 volt to the terminal on the box that does not shutoff with the ignition. **NOTE: CONTROL BOX & MANIFOLD SOLENOIDS CAN NOT BE ON FOR EXTENDED PERIODS OF TIME! AFTER USE & RESET (RUN OR TEST) POWER TO CONTROL BOX MUST BE SHUT OFF! TRACEABLE DAMAGE CAN BE CAUSED & VOIDS WARRANTY**

Reset\Arm - (1) Connect one wire from the small solenoid to this terminal. Connect the remaining wire of the small solenoid to a chassis ground. (2) If the driver can not reach the ARM switch on the control box, connect one side of a normally open **momentary** switch to this terminal. Connect the other side of the switch to a 12 volt positive source. Use of any switch other than a momentary type switch will cause traceable damage to the box. **Do Not use a toggle switch. Do Not** mount the switch on the steering wheel or clutch pedal or any place it could accidentally be bumped during the run.

Tach - Connect to the tach output on your ignition box

Override - Connect one side of a normally open momentary switch to this terminal. Connect the other side of the switch to a **chassis ground**. This switch would usually be mounted on the steering wheel for up shifts during the burnout.

Output # 1 - Connect to one wire of the large solenoid closest to the small solenoid with 5 amp fuse.
Connect the other wire of the solenoid to chassis ground.

Output # 2 - Connect to next large solenoid with 5 amp fuse.

Output # 3 - Connect to next large solenoid with 5 amp fuse. (4 & 5 speed only)

Output # 4 - Connect to last large solenoid with 5 amp fuse. (5 speed only)

Ground - Chassis ground must be very good ground not to body panels or tin work.

SETTING RPM SHIFT POINTS

1. With power turned on push select switch to the right. 1-2 will show on display. Then rpm.
2. Push the adjust switch up or down to set rpm. IE 50=5000 60=6000
3. Push select switch to the right again. 2-3 will now 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 the engine is running the display will show -1-. RPM setting will also be saved if power is on to box after 30 seconds from last setting of rpm.
6. **YOU MUST SET RPM IN BOX 200 RPM OR MORE SOONER THAN THE RPM YOU WANT.**
IT TAKES TIME FOR MECHANICAL END OF SOLENOID AND AIR TO APPLY CLUTCHES AND DROP RPM ON DATA RECORDS.

AIR LINE FITTINGS

THE AIR LINE FITTING ON RIGHT CORNER IS IN FROM REGULATOR.
AIR LINE FITTINGS TO PODDS ARE IN FRONT OF EACH SOLENOID.

OPERATION

If you leave the starting line at an RPM higher than your 1-2 shift point, call ACD for additional wiring instructions.

Push the arm switch to right on the control box or the button connected to the Reset/Arm button. Red light will be on when the unit is armed.

To do a burnout or manually up shift press the button connected to the override terminal. **Display will show 2 when hit first time put will not show 3 on second hit but will shift to 3rd.**

Reset the box before staging, this will arm the box and dump the air out of all solenoids. Hold the button long enough to dump all the air out of the air pots on the transmission.

NEVER PUSH THE RESET SWITCH OR THE ARM SWITCH UNLESS YOU WANT THE TRANS TO GO BACK INTO LOW GEAR.

Always reset the unit after the run to dump air pressure from all solenoids.

Never exceed 250 PSI

WARRANTY

Your product from Advanced Control Devices, Inc. is warranted for twelve(12) months from date of purchase against defects in material and workmanship. During this period such defects will be repaired, or the product will be exchanged at the option of Advanced Control Devices, Inc., without charge. This warranty does not cover damage caused by misuse, alteration or negligence. ALL IMPLIED WARRANTIES, INCLUDING BUT NOT LIMITED TO IMPLIED WARRANTIES OF FITNESS AND MERCHANTABILITY, ARE LIMITED IN DURATION. UNDER NO CIRCUMSTANCES WILL ADVANCED CONTROL DEVICES, INC. BE RESPONSIBLE FOR SPECIAL, INCIDENTAL OR CONSEQUENTIAL DAMAGES OR COSTS ARISING FROM OR IN CONNECTION WITH THE INSTALLATION OR USE OF ANY PRODUCT OF ADVANCED CONTROL DEVICES, INC.

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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, 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.