YOUR ELECTRIC ACTUATOR IS CONSTRUCTED OF THE FINEST MATERIALS AND
WORKMANSHIP, HOWEVER HERE ARE SOME THINGS TO CONSIDER DURING INSTALLATION
AND OPERATION.

OPERATION: WHEN YOU ENGAGE 1ST GEAR YOU COMPRESS A 120 LB SPRING, WHEN
FULLY COMPRESSED IT IS LOCKED IN POSITION BY MECHANICAL LINKAGE. AT THIS POINT
YOU CAN MOVE THE SHIFTER FULL RANGE OF TRAVEL WITHOUT RESISTANCE. WHEN
REACHING THE TIME TO SHIFT AN ELECTRICAL SIGNAL IS SENT TO THE DEVICE AND A
SOLENOID TRIPS THE TRIGGER MECHANISM AND RELEASES THE SPRING, MOVING THE
SHIFTER FROM 1ST GEAR TO 2ND GEAR POSITION.
THIS GIVES YOU THE SAME EFFECT AS A CO2 ACTUATED SHIFTER WITH 120LBS FORCE
AND ONLY MOMENTARY ELECTRICAL INPUT.

APPLICATION REQUIREMENTS: ONLY SOME MODELS OF PRECISION PERFORMANCE
2 SPEED SHIFTERS ARE COMPATIBLE WITH THE #345 ELECTRIC ACTUATOR. THE
EASIEST METHOD TO IDENTIFY THE CORRECT VERSION OF SHIFTER IS THAT PARK AND
THE CABLE EXIT ARE ADJACENT TO EACH OTHER.
WHEN MOUNTING TO THE SHIFTER, POSITION THE ALUMINUM MOUNTING BRACKET WITH
THE TOP MARKING AT THE UPPER POSITION.
NOTE: WHEN COCKING VERSIONS THAT REQUIRE THE HANDLE TO BE PULLED TO THE
REAR, PULL THE HANDLE ONLY, DO NOT PULL ON THE LEVER AS THIS COULD CAUSE THE
HANDLE TO LOCK IN 1ST GEAR POSITION.

ELECTRICAL REQUIREMENTS: THE SIGNAL TO TRIGGER THE UNIT MUST BE MOMENTARY
AT THE TIME OF THE SHIFT AND NOT CONTINUOUS AS REQUIRED BY SOME 2 SPEED
ACTUATORS. IF ELECTRICAL POWER IS LEFT ON FOR A LONG DURATION IT WILL CAUSE
IRREVERSIBLE DAMAGE TO THE SOLENOID. THE CURRENT REQUIRED IS APPROXIMATELY
1.75 AMPS, AND NOT POLARITY SENSITIVE, WHICH IS TYPICALLY LESS THAN THE MAXIMUM
AVAILABLE FROM MOST RPM SWITCHES, AVOIDING THE REQUIREMENT OF AN
INTERFACING RELAY.

MAINTENANCE: AS WITH ANY ELECTRICAL DEVICE, AVOID DIRECT EXPOSURE TO WATER.
WHEN INVOLVED IN NORMAL MAINTENANCE. ALTHOUGH ADJUSTMENTS CAN BE MADE IN
THE FIELD IT IS RECOMMENDED THAT THE UNIT BE RETURNED TO PRECISION
PERFORMANCE PRODUCTS FOR A COMPLETE EVALUATION AS SOME TIMES THESE
ADJUSTMENTS CAN BE QUITE SENSITIVE.
ADJUSTMENT: TO ADJUST THE TRIGGERING MECHANISM FIRST CHECK THAT THE SOLENOID PLUNGER IS FLUSH WITH THE NUT (A). IF LOOSE USE LOCTITE TO SECURE.

AFTER FULLY COCKING THE DEVICE, BY MOVING TO 1ST GEAR POSITION. THEN TURN THE TRIGGER ADJUSTMENT SCREW (B) TO JUST TOUCH THE LOCKING LEVER. THEN TURN THE SCREW COUNTER CLOCKWISE ONE FULL TURN (ON 2 3/8 INCH LONG SOLENOID) OR 1½ TO 1¾ TURNS ON (1½ LONG SOLENOID) AN SECURE WITH THE LOCK NUT.

WITH PLUNGER FULLY EXTENDED, ADJUST DELRIN PLUNGER TO POSITION HANDLE ROLLER HALFWAY INTO THE 2ND GEAR GATE AS SHOWN IN FIG 1

FIG 1
(FRONT CABLE EXIT, PUSH TO UP SHIFT SHOWN)