

“RICKS SWITCH” = HANDS FREE MANUAL TRANSMISSION **TWO STEP CONTROL**

SFI BELLHOUSING BRACKET INSTALLATION INSTRUCTIONS

Vehicle must be supported so that it will allow you to engage and disengage the clutch in a safe manner. Failure to do so could result in injury or death.

1. This is the second phase of the installation guide. If you purchased the shifter bracket you should start the installation process with that item. If you are fabricating your own first gear trigger then start here.
2. Clutch cable in car should be in good working order and adjusted to your liking before this installation. Affix car in first gear. Raise and support vehicle properly at the frame and axle using jack stands or ramps allowing you safe access under the bell housing area of the transmission.
3. Remove clutch fork cover (if applicable)
4. Mount bell housing switch adjustor arm (B) into middle of slotted stainless bracket (C). Slightly tighten supplied 1/4x20 lock nut on stud provided holding adjustor arm into center of bracket
5. Bolt micro-switch provided to middle set of bolts in end of adjustor arm.
6. With car safely supported have helper depress clutch cable to the floor.
7. Hold assembly up to bell housing so that switch activation arm engages the fully depressed clutch fork.
8. Mark outline of stainless bracket on bell housing using marker or pencil.
9. Disassemble adjustor arm from bracket and using small tack welds in the holes provided fix bracket to bell housing using marks as your guide. There is no force exerted on this bracket so small tack welds are sufficient. The unit can also be bolted on requiring the bell housing to be drilled and tapped for a bolt the size of the holes provided in the bracket.
10. After bracket and bell housing have cooled sufficiently re-attach arm and adjust position of switch location or arm in bracket to ensure activation lever is engaged by clutch fork as shown in picture when fully depressed. You should hear switch click and then go just past that point. **DO NOT BOTTOM LEVER OUT ON SWITCH BODY.**
11. If all looks well then apply small amount of semi-permanent thread sealer to switch attachment bolts and snug bolts down onto lock washers provided. This is a plastic switch do not over tighten.
12. The arm provides different mounting points for the switch both vertical and horizontal; the bracket provides horizontal adjustment for the assembly. Tighten lock nut on arm stud. Push clutch in fully and verify clutch fork engages switch without bottoming out lever on switch body and ensure bind free activation of the switch.
13. Attach wires to switch as noted in the diagram. It is strongly recommended you use an indicator lamp as shown in the wiring diagram mounted in clear view of the driver as an indicator the two step is activated.
14. Allow thread locker to cure before using system under heat and vibration.
15. Care should be taken to protect switch from constant heat sources such as exhaust headers. Header wrap or a reflective shield could be utilized. I have run these on my street and race cars with long tube headers with no failures to date.

Seller is not responsible for any damage or injury that may occur by using this system. It is solely intended as a substitute for a hand activated system. Voluntary installation of this system removes liability of manufacturer.

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Patent pending.