

## T-10 , T-101A, SUPER T-10 9 BOLT SIDE CASE BRACKET INSTRUCTIONS

**CLUTCH AND SHIFTER SHOULD BE ADJUSTED AND FUNCTIONING PROPERLY BEFORE INSTALLATION**



**AS WITH ANY AUTOMOTIVE PROJECT THE VEHICLE MUST BE SAFELY AND PROPERLY SUPPORTED TO PREVENT POSSIBLE SEVERE INJURY DURING ENTIRE PROCESS!!!!**

- 1 This picture shows both 1st gear and clutch fork brackets installed on the transmission.
- 2 The bolts in the stock side case where these brackets attach must be removed and replaced with the hardware as described below. The locations are marked (A,B,C,D) in the diagram above.
- 3 Remove the four bolts. Replace bolts A,B with the two longer hex standoffs, you may use blue removeable loc-tite on these, and tighten as normal. Replace bolts (C,D) with shorter hex standoffs.
- 4 Both brackets are identical just flipped over for gear or fork application. The switch with the roller on the end is used for the 1st gear lever switch. The switch with the bent rigid arm is the fork switch.
- 5 Both switches should have been shipped with the pivot bolts (E,F) and captured nylock nut already pre-assembled but not tightened to allow for adjustment.
- 6 Install brackets as shown with flat head bolts as shown (A,B,C,D) threaded into standoffs. Use blue thread locker if desired on threads to prevent loosening. Do not overtighten.
- 7 Install bolts (H,G) with supplied lock washers but do not tighten.
- 8 VERY IMPORTANT "MAKE SURE VEHICLE IS SECURELY SUPPORTED WITH ENGINE OFF"**
- 9 With car properly supported and engine OFF move shifter to first gear position.
- 10 Rotate 1st gear switch until you hear the switch "click" or engage and beyond but just short of bottoming switch arm into switch housing. Hand tighten bolt(F and H). Do not overtighten bolts.
- 11 When shifter is moved out of first gear and back into first gear the lever should engage and disengage switch freely.
- 12 With clutch pedal fully depressed rotate fork switch to engage clutch fork and hand tighten bolts (E and G) do not overtighten these bolts. Do not allow switch lever to bottom out on switch housing. Minor lever arm adjustment (needle nose pliers) may be necessary during initial setup.
- 13 When clutch pedal is released and engaged the switch should engage and disengage freely.
- 14 Once again the 1st gear switch engages in first gear only and the fork switch only engages when clutch is completely disengaged as when the pedal is completely depressed. When properly wired this will ensure launch 2 step activation. No buttons to worry about.

## Wiring instructions



A) Connect "Key or IGN on" fused 12v supply to terminal "1" (COM) of 1st gear lever switch in diagram.

B) Run wire connection from terminal #3 (NO) on 1st gear switch to terminal #1 (COM) on clutch fork switch.

C) Route and secure wires to protect wiring.



D) Run wire from terminal #3 (NO) on fork switch to "launch" 2 step trigger wire on ignition. It is strongly recommended that in this connection you splice an easily viewable two wire indicator lamp (one wire is spliced in trigger feed and one to ground). This is a visual indicator that the system is activated. (NOTE) Terminal #2 (NC) on both switches is a "normally closed" terminal or exact opposite function as terminal #3 (NO). These terminals can be utilized to control a relay or other 12v system. **\*see footnote!**

**\*WIRING ANY OTHER SYSTEMS INTO THE RICKSSWITCH IS AT THE SOLE DISCRETION OF THE BUYER.\***