

## Installation Instructions

# ***Quick Disconnect and Cable Extension***

### Part Number 80323

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B&M has just released a new product to allow simplified installation of their shifters in Rear Engine Dragsters. The Quick Disconnect and Cable Extension will eliminate the need for extremely long cables and installation difficulties. Keep in mind the longer the cable the more backlash you will encounter causing adjustment problems.

The cable routing for this recommended installation is to use a standard B&M Pro Stick intended for front cable exit (80701, 80706, 80702). Do not use B&M Pro Stick #80703 with this cable routing recommendation. Determine the shifter mounting location allowing for the cable to exit the rear of the shifter. Anchor the cable at the location shown in fig. 1 (This location is critical for proper shifter operation). Route the cable back to the transmission. Drill a 17/32" hole in the rear motor plate at the location shown in fig. 2. Remove the rubber boots and one of the jam nuts from the cable and guide the cable

through the hole in the motor plate. Reinstall the jam nut and rubber boots. Tighten the jam nuts. Screw the red end of the cable extension to the cable end. Install the Quick Disconnect to the transmission lever, be sure to use the correct hole in the lever! (For B&M Pro Stick installations the hole to use is 1.875" from the center from the lever shaft. This is the hole marked "H"). Tighten the jam nuts onto the lever. Screw the coupler onto the red cable extension. Place the shifter in low gear, move the transmission lever to low gear. Spin the cable extension on the cable end to allow the Quick Disconnect to snap onto the pivot ball on the transmission lever. Move the shifter through all the gears while checking the adjustment for proper indexing of the shifter and transmission detents.

**Be sure to follow the manufacturers adjustment procedure for each shifter.**

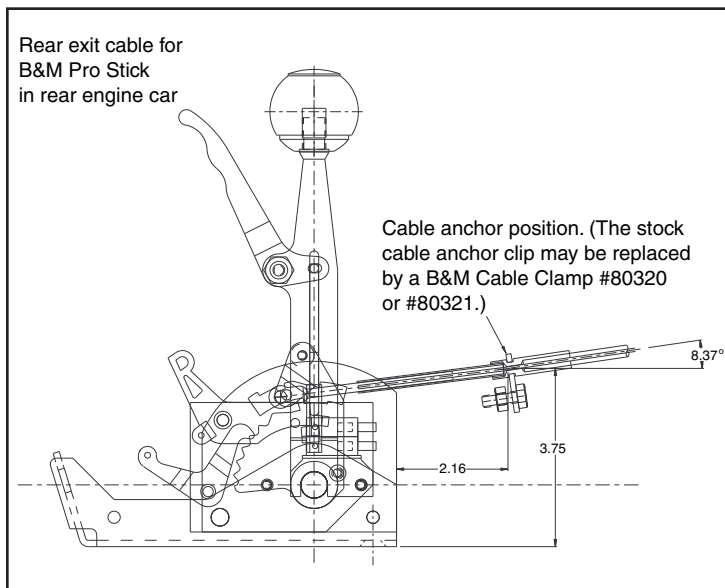


Figure 1

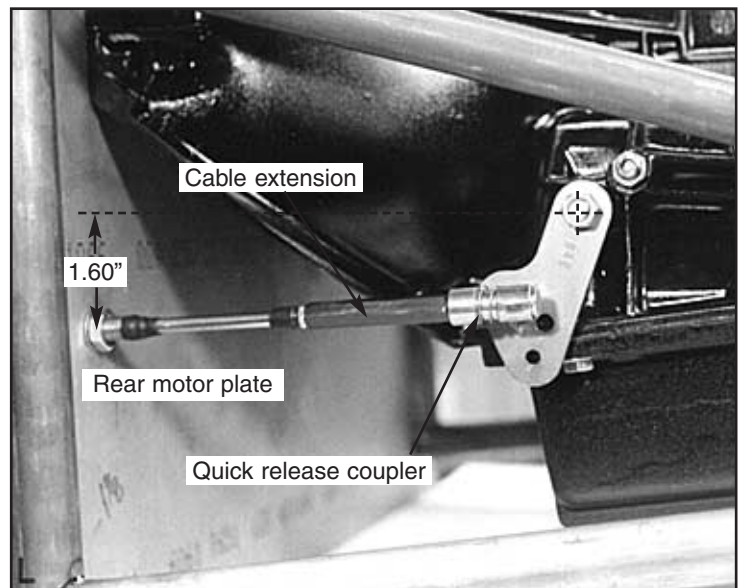


Figure 2



# Cable Adjustment Warning

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GM TH-200, TH-350, TH-400, TH-200-4R

TH-700-R4, 4L60, 4L60-E, 4L65-E, 4L80-E & 4L85-E

lever shown.

MEGASHIFTER, UNIMATIC,  
PRO STICK, SPORT SHIFTER,  
HAMMER, QUICKSILVER #80683 W/ 4-SPD,  
PRO RATCHET #80842 W/ 4-SPD  
STEALTH PRO RATCHET #81120 W/ 4-SPD  
BANDIT SHIFTER W/ 4-SPD

Z-GATE, STARSHIFTER,  
QUICKSILVER #80683 W/ 3-SPD,  
PRO RATCHET #80842 W/ 3-SPD

### INSTALLATION

**Note:** Be careful. Select the correct hole for your shifter. Wrong hole **will** destroy the cable, shifter and/or transmission in **one** shift! (GM trans. only)

SHIFTER  
CABLE  
BRASS  
FLOOR  
RIGHT  
WRONG

### DO NOT KINK CABLE

**Note:** Do not kink cable anywhere along its length. If cable has a kink, it will lock up. Cable should be kept straight for 2 inches on each end where it leaves the brass. Any of the above **will** destroy the cable, shifter and/or transmission in **one** shift!

TRANSMISSION  
PAN  
HEAT SHIELD (SHEET METAL)  
MUFFLER CLAMP  
EX-HAUST PIPE  
U-BOLT

### MELTED CABLES

**Note:** if your cable is close to your exhaust it will melt or become brittle. If this is the case, you will need to make a heat shield. **Do not wrap the cable, this retains heat. Heat will destroy the cable!**

PARK POSITION  
1ST GEAR POSITION  
GM LEVER SHOWN

### CABLE ADJUSTMENT

**Note:** if you don't adjust the cable correctly, you **will** destroy the cable, shifter and/or transmission in **one** shift. Put the transmission in low gear and shifter in low gear, set the swivel so it slides in and out of the correct hole freely (See installation picture). Then move the transmission and shifter to park (all the way the other way) then rotate the cable swivel until it slips in and out of the hole freely. Now go back and forth between Park and low gear and fine tune the adjustment. See instructions for further details.