

TURBO ACTION

1535 Owens Road, Jacksonville, FL 32218
Phone (904)741-4850***FAX (904)741-4853
www.turboaction.com



CHEETAH SCS SHIFTER Part #70011

**Fits: All Torqueflite Three Speed "727", "904", "998" and "999" Transmissions 1966-1998
All Torque Command "727", "904", "998" and "999" Transmissions 1972-1978**

Parts Breakdown

- 1 - Torqueflite Control
- 1 - 70080B Gear Position Indicator Decal (PRN123)
- 1 - 70102 Special Five Foot Cable (On Shifter)
- 1 - 70200A Control Switch 10AMP (On Shifter)
- 1 - 70212 Park/Neutral Start Switch Kit (TF 727,904,998 & 999 Only)
 - Includes:
 - 1 - 17018 Neutral Safety Switch W/Washer
 - 1 - 17074 Neutral Safety Switch Seal (Metal)
 - 1 - 00781 Wire Connector
 - 1 - 00781A Wire Connector
 - 1 - 00782 Wire Connector
- 1 - 70220 Installation Kit
 - Includes:
 - 1 - Set of Instructions
 - 1 - 70032 TF Shift Lever
 - 1 - 70052A TF Case Bracket
 - 1 - 70130S Pivot
 - 1 - 70136B Hairspring Cotter
 - 1 - 70140 Cable Clamp (U-Shaped)
 - 1 - 70141A Shim Block
 - 1 - 70142A Hex Head Bolt 1/2-13 X 1 1/4"
 - 1 - 70143 Hex Nut 1/2-13
 - 1 - 70144A Lock Washer 1/2"
 - 2 - 70151 Hex Nut 1/4-28 Nylon Lock
- 2 - 50101 Contingency Decals

The Turbo Action *Cheetah Competition SCS Shifter* is the finest competition shifter built today! If installed properly, it will last for many years with flawless performance.

This shifter will work with reverse pattern valve bodies only! Turbo Action #70001B will work either stock or reverse pattern.

Please Note: This shifter for Torqueflite mounts the opposite direction of a GM or Ford *CHEETAH SCS Shifter*. The lower rails point to the front of the car.

FIRST, READ INSTRUCTIONS CAREFULLY, THEN PROCEED WITH EACH STEP INDIVIDUALLY!

USE LIFTER ONLY TO GO INTO REVERSE! The unique reverse lockout system requires only that you lift the reverse lockout mechanism with your fingers while placing into reverse with the same hand.

NOTE: Do **NOT** lift mechanism for any other shift.

CAUTION: In a race car it is imperative that the forward gears be precise in relation to the shifter.

CAUTION! CAUTION! *Be absolutely sure that vehicle is in park or neutral position before attempting to start motor.*

SPECIAL NOTE: Sanctioned dragstrips require functional Neutral Safety Switch mandatory.

STEP #1: The shifter is preassembled and only requires locating a suitable spot to mount it and hooking up necessary brackets to hang cable to side of transmission.

STEP #2: If mounting shifter on thin floor pan, such as a Super Gas or Econo-Altered, would suggest putting a thin steel strapping behind floor pan to offer a support where the shifter mounting bolts go through. Be sure to locate shifter in a position which will be comfortable for the driver to shift.

SPECIAL NOTE: The Chrysler shifter control has the cable coming out forward towards engine, makes a 180° turn down the passenger side of the transmission towards the rear of the car, then a 90° turn towards driver side of car going under the tailhousing between the pan and the tailhousing mount and now a 90° turn towards the front of the car and attach to the bracket on the transmission.

The special cable included is very unique in that you can run tight radius turns and the shifter will still shift smoothly and be positive in shift feel! However, be careful to keep away from rotating parts (driveshaft) and hot parts (headers, mufflers).

STEP #3: Install transmission Case Bracket on back hole located in transmission driver's side, Fig. #1.

STEP #4: Install Cable on transmission Case Bracket per Fig. #1.

STEP #5: Install Shift Lever on transmission, Fig. #1.

STEP #6: Push Shift Lever all the way forward towards engine.

CAUTION: In a race car it is imperative that the forward gears be precise in relation to the shifter.

STEP #7: Place shifter in third when adjusting for a reverse pattern (PRN123) valve body.

STEP #8: Adjust Pivot to fit in Shift Lever properly.

STEP #9: Before installing Hairspring Cotter, have someone sit in car and move shifter lever through each gear while you check to see if shift lever on transmission is moving the full distance.

CAUTION: You must use the Turbo Action Part #70032 Shift Lever and the Turbo Action #70052A Case Bracket. No other brand lever or bracket will work properly for gate alignment. Other brands will result in misalignment and cause the transmission to fail.

STEP #10: Install Park/Neutral Switch per instructions included.

Note: If car is equipped with a working factory Park/Neutral Switch it will not be necessary to hook up the Turbo Action Switch.

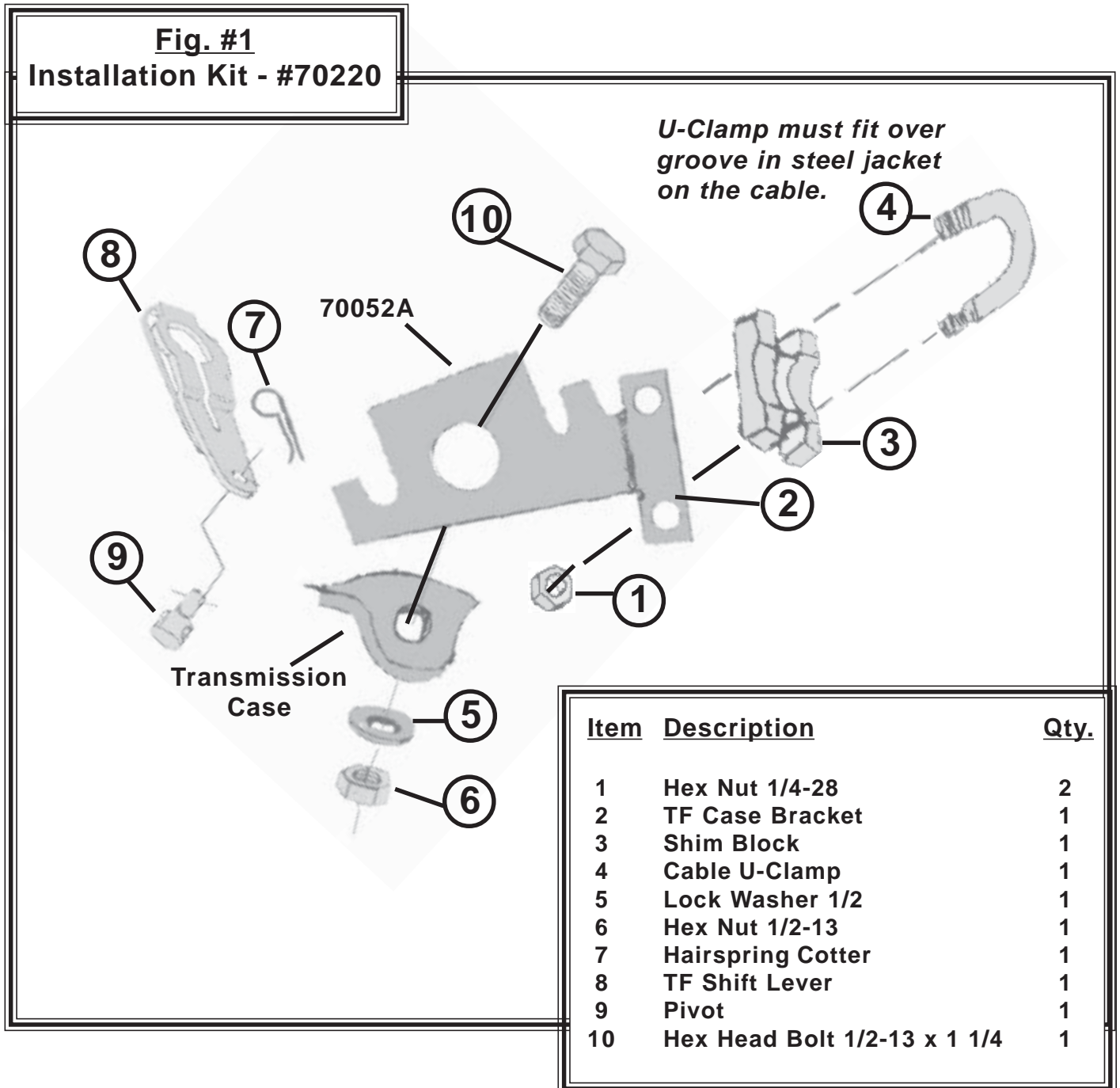
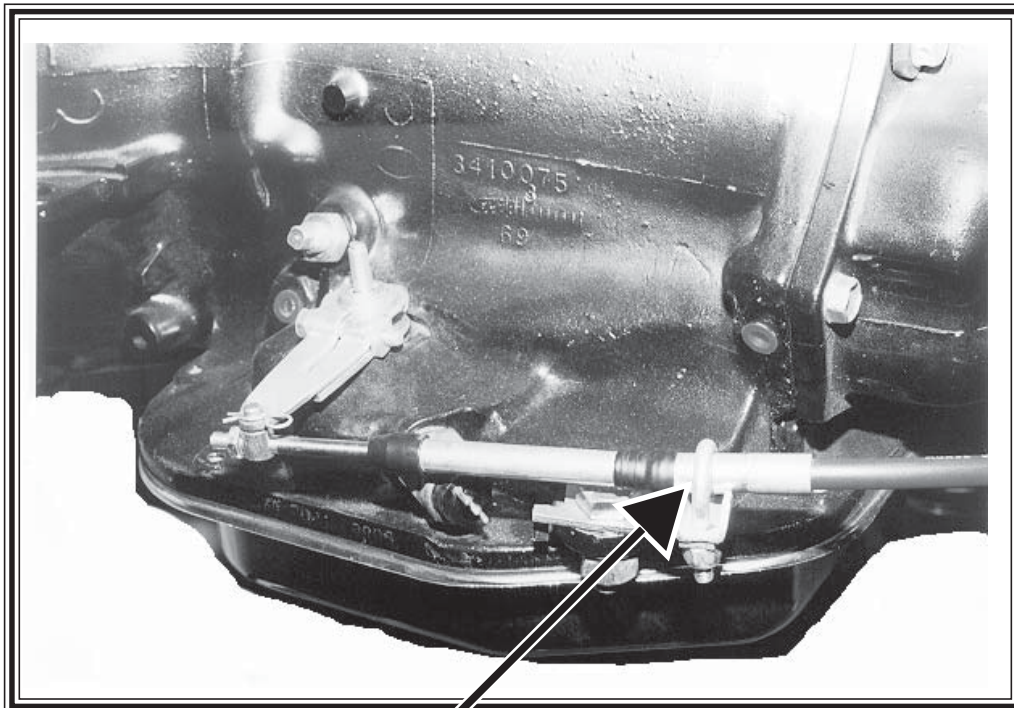


Fig. #2



Note: U-Clamp must fit over groove in steel jacket on the cable.

Park/Neutral Start Kit Installation Instructions

1. Install #17018 Switch and #17074 Seal into side of transmission, driver's side.
2. Install a #14 gauge wire from this switch to the starter relay which is usually located on the left fender near the battery. Attach wire to spade shown as "G" in drawing.
3. Install a #14 gauge wire from spade marked "I" on starter relay to either the key switch or a remote start button.
4. The other side of the start button should have a 12V source.
5. Install a #12 gauge wire from post "S" on starter relay to the starter solenoid.
6. Install a wire from the positive battery post of the battery to the post marked "B" on the starter relay.
7. This neutral safety system works in park, neutral and requires no adjustment.

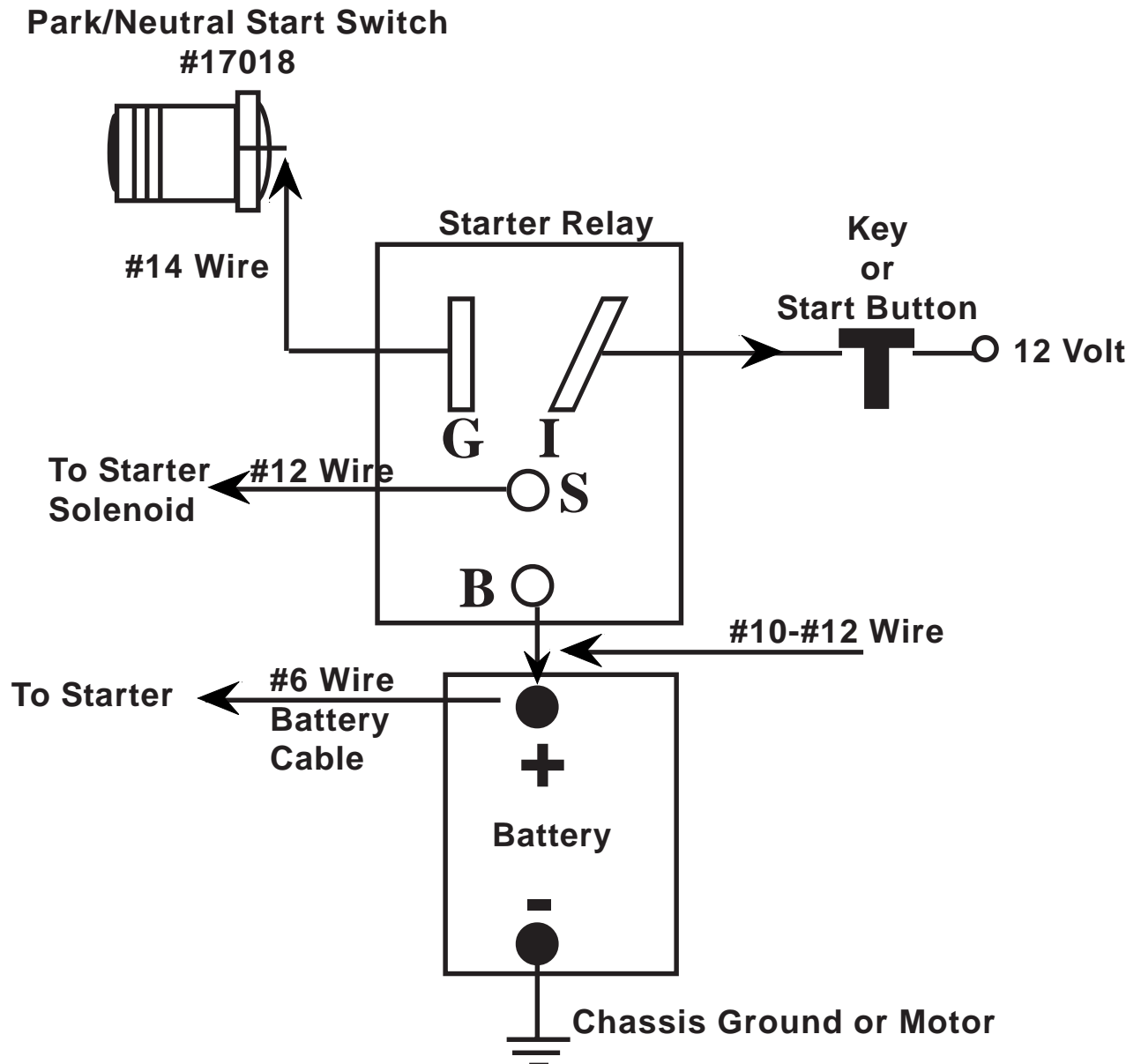
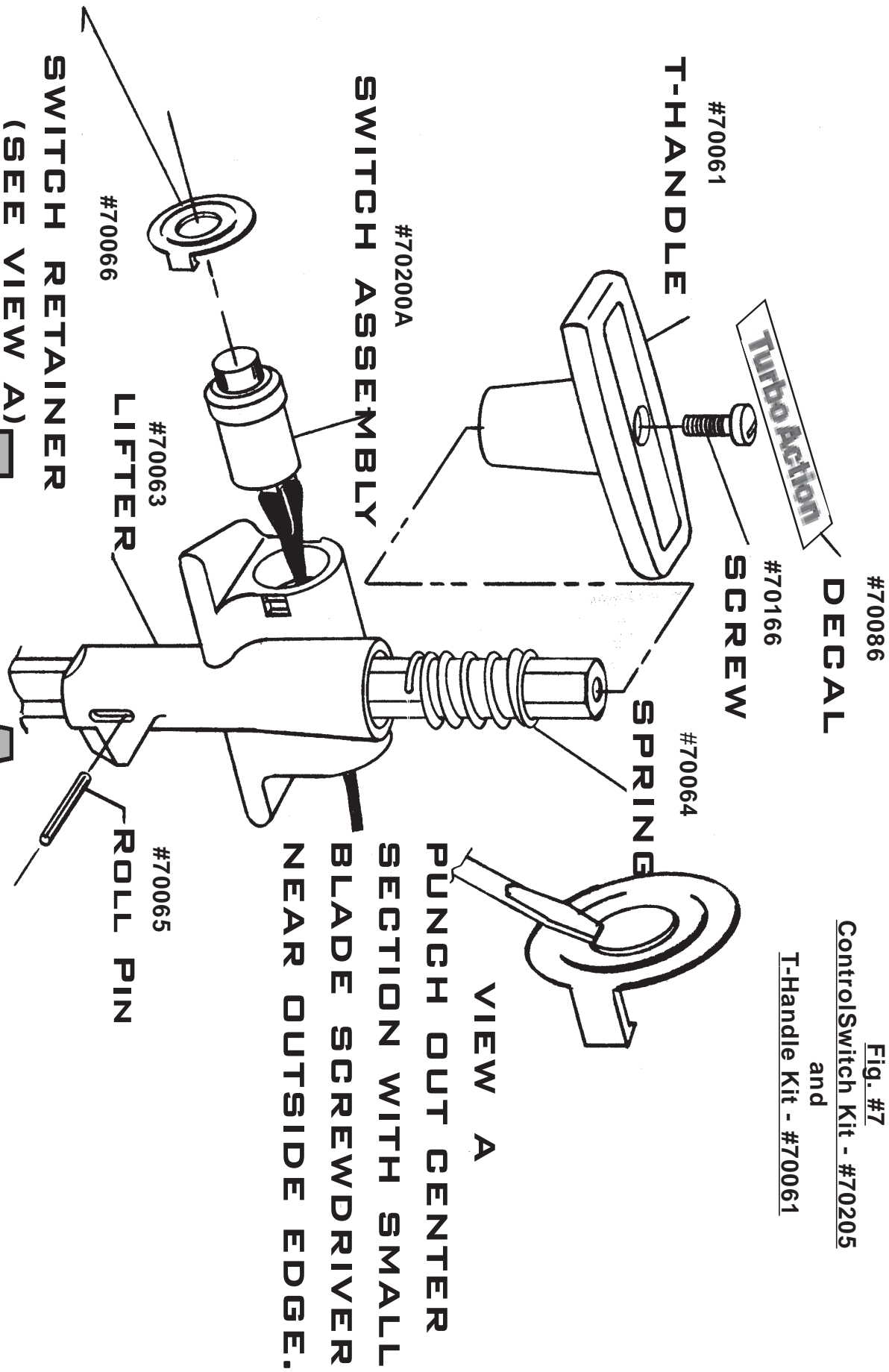


Fig. #7
Control Switch Kit - #70205
 and
T-Handle Kit - #70061



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