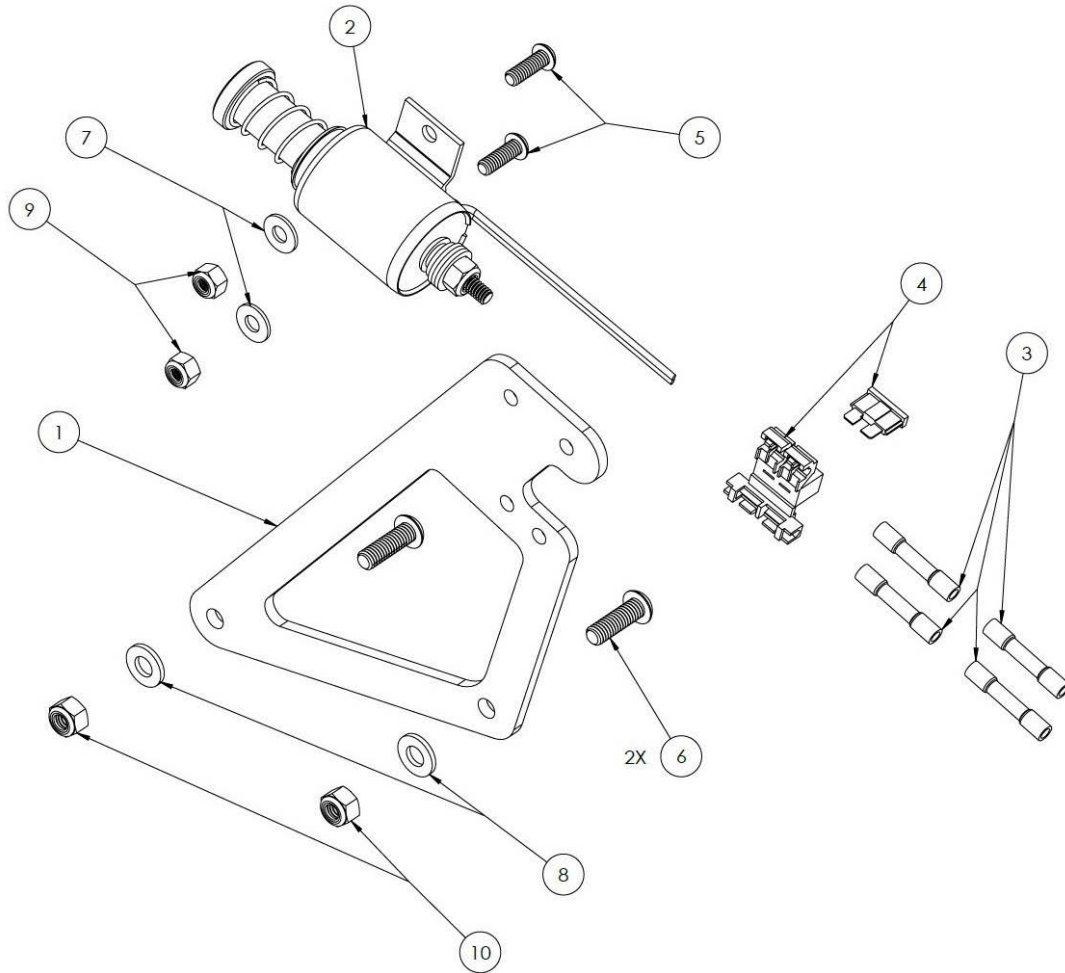




INSTALLATION INSTRUCTIONS

Part No. 80904
SOLENOID SHIFTER KIT
for B&M PRO BANDIT™ &
STREET BANDIT™ SHIFTERS

For use with 2- and 3-speed transmissions only.



ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	1601024	BRACKET, SHIFT SOLENOID, BLACK	1
2	2260003	SOLENOID, 12V O STK KIT	1
3	5000056	ELECTRICAL CONNECTOR, BUTT 14-16 AWG	4
4	97001847	IN-LINE FUSE HOLDER WITH 4A FUSE	1
5	3401682	SCREW, 1/4-20 × 3/4" HEX BUTTON HEAD, 18-8 SS	2
6	3401685	SCREW, 5/16-18 × 1" HEX BUTTON HEAD, 18-8 SS	2
7	3401683	WASHER, FLAT, 1/4" I.D. × 5/8" O.D., 18-8 S.S.	2
8	3401686	WASHER, FLAT, 5/16" I.D. × 11/16" O.D., 18-8 S.S.	2
9	3401684	NUT, LOCK, NYLON INSERT 1/4-20, 18-8 S.S.	2
10	3401687	NUT, LOCK, NYLON INSERT 5/16-18, 18-8 S.S.	2

REVIEW THE INSTRUCTIONS AND VERIFY THE KIT CONTENTS

Before starting, take a moment to read and understand these instructions.

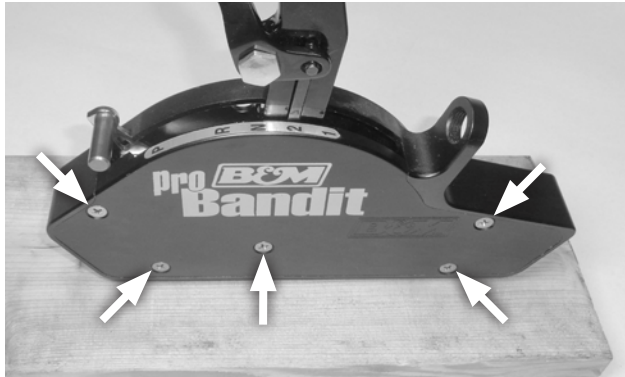
Use the parts drawing and list to verify your kit's contents. In the unlikely event that any parts are missing, please contact B&M Technical Support for replacements.

NOTE: This solenoid kit is only compatible with shifters controlling 2- and 3-speed transmissions.

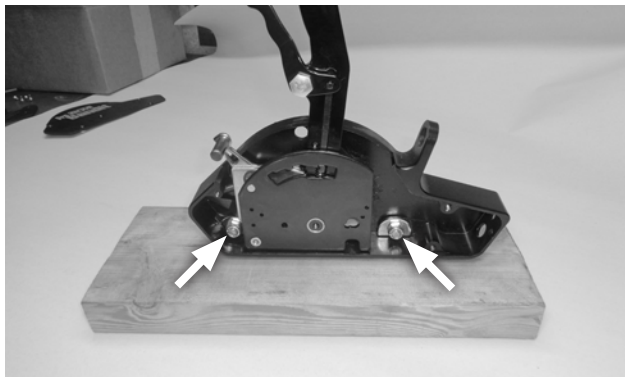
MATERIALS REQUIRED

- Stainless steel-compatible anti-seize compound

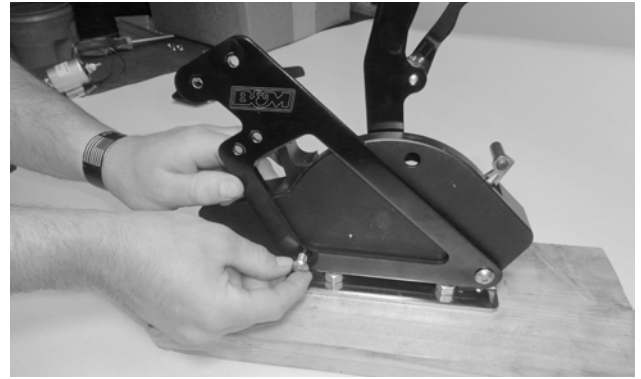
INSTALLATION



1. Remove the 5 screws and the side cover.



2. Remove the 2 mount screws and nuts.

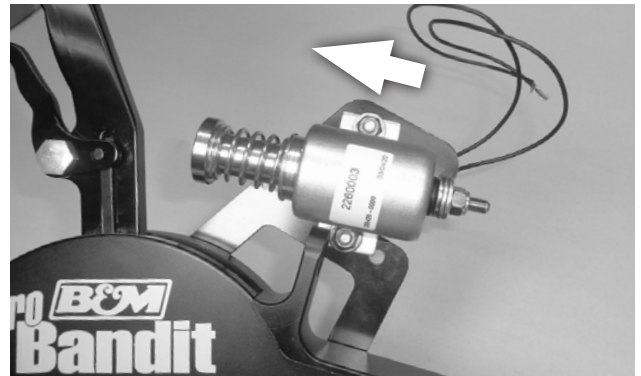


3. Assemble the bracket to the right side of the shifter using the two 5/16" screws against the bracket, and the two 5/16" washers and nuts inside the shifter. (Use anti-seize compound to prevent galling.)

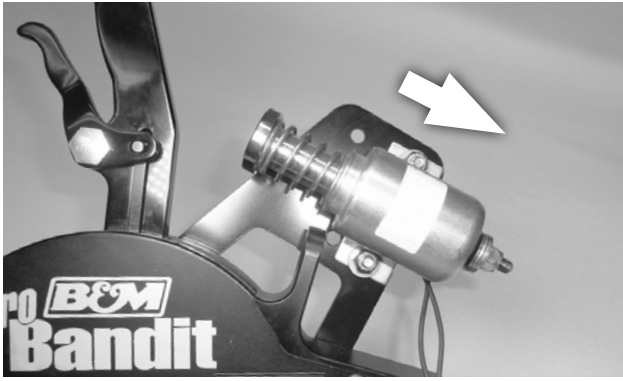


4. Reinstall the side cover and screws.

5. Assemble the solenoid to the bracket using the two 1/4" screws against the bracket, and the two 1/4" washers and nuts against the solenoid. (Use anti-seize compound to prevent galling.)

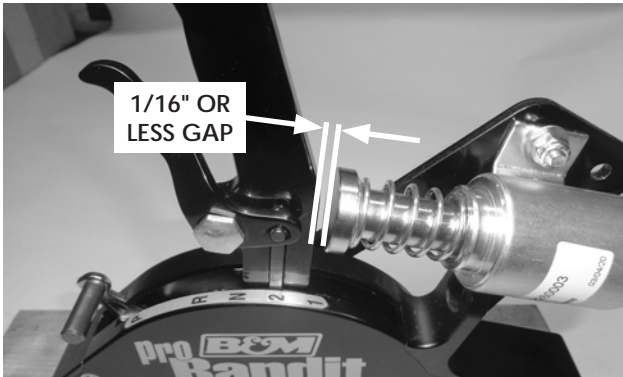


- A. Use the front holes with 2-speed transmissions.



B. Use the rear holes with 3-speed transmissions.

ADJUSTMENT



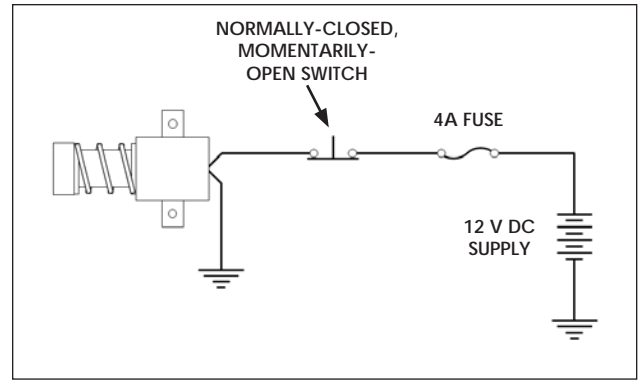
6. Move the shift lever to **SECOND** gear. While holding the solenoid plunger, adjust the nut on the back of the solenoid until there is a visible gap not greater than 1/16" between the plunger and the lever.

NOTE: The plunger must not touch the lever after it shifts the lever from **FIRST** to **SECOND** gear.

WIRING

NOTES

- Use only GPT automotive primary wire, 14-16 AWG.
 - The solenoid has no polarity requirement, so either wire can be used for power, and the other for the ground.
7. Disconnect the vehicle's negative (–) battery cable.
 8. If you are controlling the solenoid with an **timer-** or **RPM-activated switch**, refer to the manufacturer's instructions for proper wiring.



9. If you are using a **manually-activated switch**, it must be a normally closed switch that opens momentarily when activated.
10. Reconnect the vehicle's negative battery cable.

OPERATION

When the solenoid is powered and the shifter is pulled into **FIRST** gear, the solenoid will hold the spring-loaded plunger back. When power to the solenoid is temporarily interrupted (by your timer-, RPM-, or manually-activated switch), the plunger will be released, pushing the shifter from **FIRST** to **SECOND** gear.

NOTE: Verify that, after the solenoid shifts from **FIRST** to **SECOND**, there is a visible gap not greater than 1/16" between the plunger and the lever. **The plunger must not touch the lever after the shift from FIRST to SECOND gear.** If necessary, re-adjust the plunger as described at Step 6.

KEEP THESE INSTRUCTIONS FOR FUTURE REFERENCE

B&M Performance & Off-Road maintains a highly-trained technical service department to answer your technical questions, provide additional product information and offer various recommendations.

