



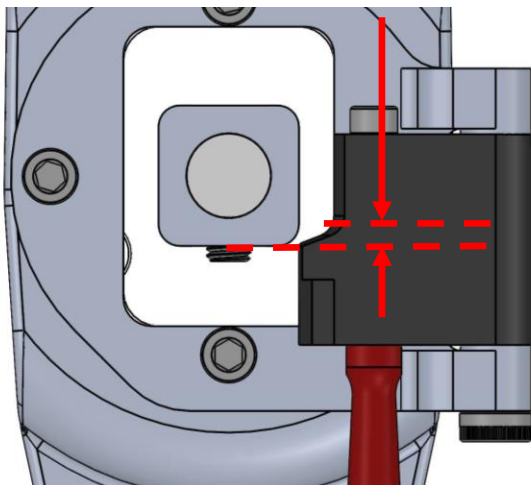
RennShift Race Reverse/Gate Lockout

1. Shift into neutral and remove shift boot if installed.
2. Remove the upper shifter stick.
3. Remove the four bolts securing the shifter top plate and remove the plate.
4. Remove the reverse lockout mechanism, being careful to collect all the washers.
5. Install the Race Lockout plate onto the shifter. For the 915, the hinged flipper goes on the right (5/R side). For the 901, the hinged flipper is installed on the left (1/R side).
6. Secure the plate with 3 of the original bolts and the new countersunk bolt. *Older RennShifters used a different thread pitch, so be sure to match the thread of the new bolt to one of the bolts removed from your shifter.*
7. Slide the adapter sleeve down the lower shifter shaft with the extended tabs down and to the front and rear. The securing setscrew can face forward or back. To allow the sleeve to pass, you may need to file down burrs in the area where the upper stick setscrews secure into the shaft. Make sure the sleeve slides all the way down and tighten the setscrew. *If you have a very early RennShift (2004-2005), the area where the tabs are located may flare out front and rear. You will need to trim the tabs back so the sleeve will go all the way down the shaft. The tabs are just an alignment guide. Be sure the sleeve setscrew faces exactly forward or back and the tabs won't matter.*

Setup and use:

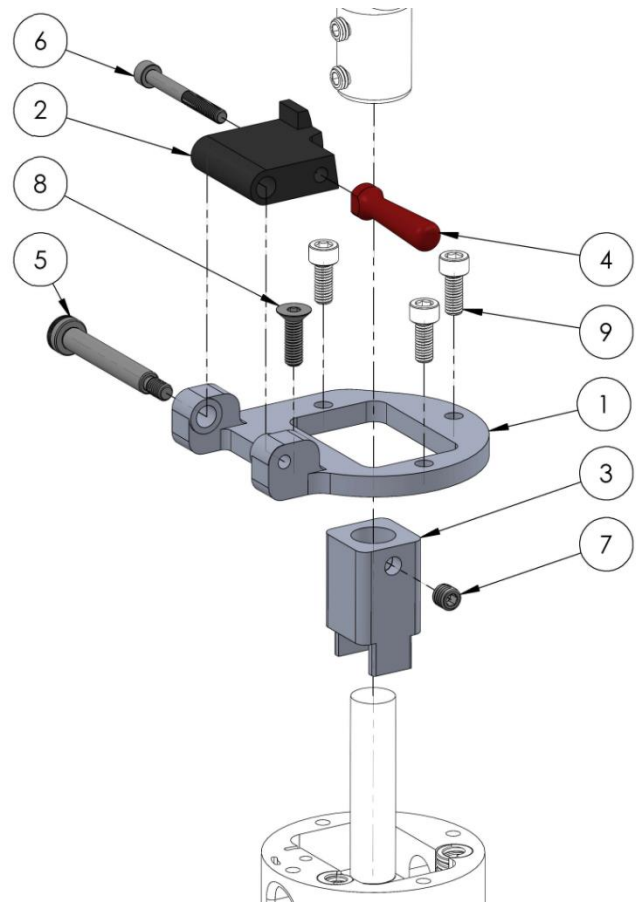
The black nylon flipper can be installed either way to change the function as described in the section for your gearbox type. When you turn the flipper around, remove the red handle and bolt and reinstall so the handle faces towards the rear.

Free Play in Neutral



Adjustment:

Adjustment at the coupler may be required to match the gearbox internals to the lockout position. When in neutral, there is some free play front-to-back in the shift forks inside the gearbox. This free play should match the slope along the edge of the flipper. That is, when the shifter is in neutral and lightly held toward reverse gear (but still in neutral), the edge of the sleeve should align with the inner edge of the flipper. When the shifter is lightly held away from reverse, the sleeve should align with the outer edge of the cutout in the flipper. If the free play is much more than this, you should check your shift bushings, coupler, or shift fork for slop or wear. Even brand-new factory couplers have bushings with slotted holes – these are not optimal and should be replaced with our round-hole bushings or a u-joint coupler.



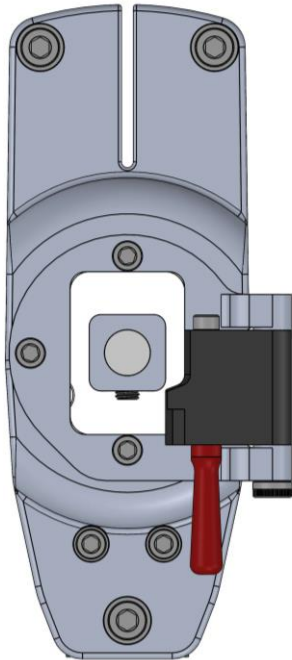
ITEM NO.	DESCRIPTION	QTY.
1	LOCKOUT BASE	1
2	FLIPPER	1
3	SLEEVE	1
4	HANDLE	1
5	FLIPPER PIVOT BOLT	1
6	HANDLE BOLT	1
7	SLEEVE SETSCREW	1
8	COUNTERSUNK BASE BOLT	1
9	BASE BOLT*	3

*NOT INCLUDED- REUSE BOOT RETAINER BOLTS FROM SHIFTER

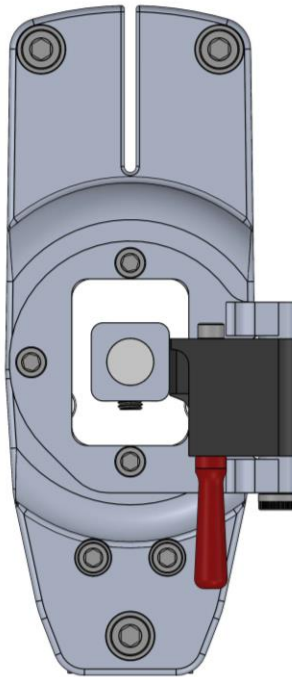
915

Installation with the inner tab offset to the rear will block reverse gear while allowing selection of 5th.
Installation with the inner tab centered will block 5th and reverse. This can be helpful for short track or autocross use where 5th is not needed (gives additional security shifting into 3rd).

915- LOCK OUT REVERSE ONLY



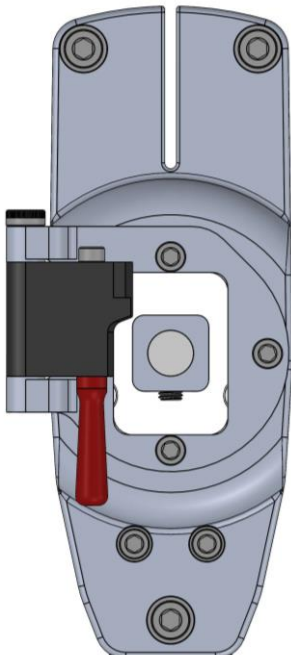
915- LOCK OUT REVERSE/5TH GATE



901

Installation with the inner tab offset to the front will block reverse gear while allowing selection of 1st.
Installation with the inner tab centered will block 1st and reverse. This can be beneficial for long track use where 1st gear is only used on pit lane.

901- LOCK OUT REVERSE ONLY



901- LOCK OUT REVERSE/1ST GATE

