



Shifter Installation Instructions

Please read all of these instructions before you start. These adapters are made as a direct replacement for the top handle portion on Eaton Fuller 'sloped' type shifter handles. If you have the older 'D' shaped top handle, you must upgrade your air shift valve to the newer 'sloped' type. They are available from your local dealer. You will need a Torx T20 for disassembly and a 9/64" Allen wrench for assembly of the adapter onto the valve.

1. Confirm that you have the correct adapter either with or without the slot on the left side for the splitter thumb control.
2. For splitter equipped shifters, Super 10, 13, 15, 18 speeds, drain your air system. At least the secondary side.
3. Remove 2 screws from the shifter 'skirt' below the handle. Slide 'skirt' down.
4. On splitter styles, remove air supply line(s) to valve to assure all air is away from valve. (Any air pressure at the valve will cause a blowout when you the top handle portion, and you may lose small parts.
5. If you are installing a complete new kit including a new valve, and/or a new chrome skirt: Mark and Remove all air lines, loosen jam nut at top of stick, below valve then unthread the valve off the stick.
6. If you are replacing the skirt, do so now. Leave the new one down the stick.
7. Reinstall the air valve, tighten against the jam nut. Do not install the airlines yet.
8. Remove center cap from top handle with a small screw driver to reveal the two attaching screws. Remove the screws using a Torx T20 bit. Discard old screws. **IMPORTANT** If equipped with a splitter, on left side of handle) **USE CAUTION** as you loosen the screws, hold the splitter down with your thumb. There are two small springs and a detent ball under the splitter. Keep downward pressure on the top handle until the screws are removed.

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9. Slowly lift the old handle up off the valve leaving the splitter. Note the two small springs and rubber valve under the right side, and the detent ball under the left side of the splitter. Make sure all parts are in proper position before reassembly.
10. Note the locating notches on the bottom of the adapter and the position of the location on the valve.
11. Coat the top of the splitter, if equipped, with a little grease. Put a light coat of grease between the splitter and the top of the valve.
12. Pre-fit the screws by threading into the threaded holes before installing the adapter, then remove the screws.
13. Make sure all the splitter parts are in the correct location, install adapter onto valve, lining p locating slots and splitter. Hold down while installing screws that are provided. Tighten new screws with a 9/64" Allen wrench. DO NOT OVER TIGHTEN Small threaded hole in aluminum will easily strip. Screws will be at or below flush when tight.
14. Reinstall all air lines. Slide the 'skirt' up to the adapter and reinstall two screws.
15. Install the supplied jam nut on the adapter first. Then install your new shift knob onto the adapter. DO NOT bottom out the knob. Only tighten against the jam nut.
16. Start the truck, build up air pressure check for air leaks at the valve, and check the operation of the range selector and splitter. If the splitter doesn't sound right or feel right, and you have plenty of air pressure, you may need to remove the adapter, check position of all small parts, and reinstall. If necessary to do so, DRAIN ALL AIR PRESSURE from the system first.



Call 1-800-982-1180 for more information.

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