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Model AS-3
2-speed Air Shifter
Hurst Quarter Stick II
(Rear exit only)

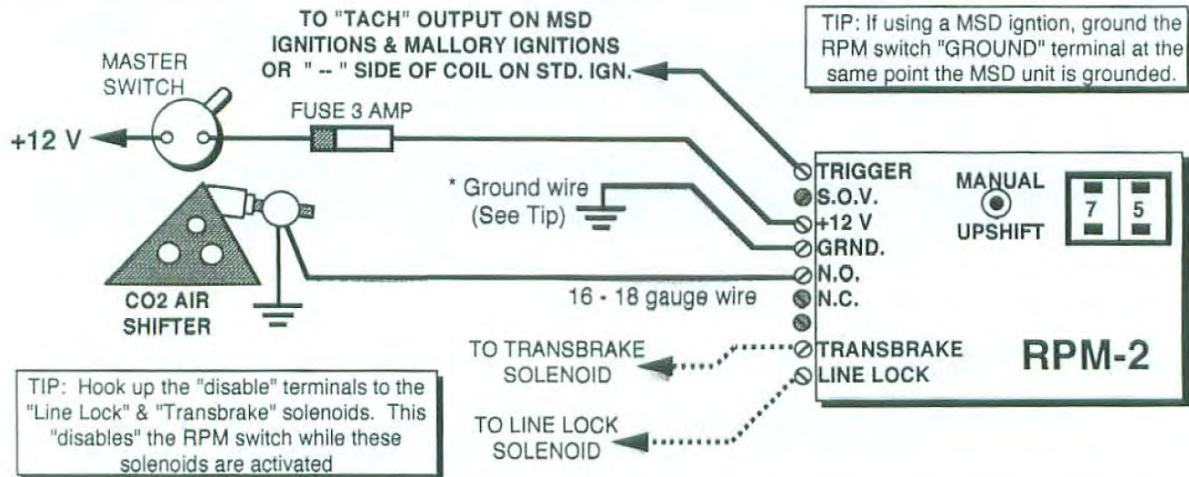
The model AS-3 shifter is designed for two speed applications (Powerglide) using the Hurst Quarter Stick II with rear exit cable. If you are using a B&M Pro-Stick or a Hurst Quarter Stick front exit cable, you need to use a Dedenbear Products model AS2 CO2 shifter kit. Drilling or modification to the actual gear shifter itself is NOT required; the kits are complete bolt ons.

FOR HURST QUARTER STICK II

- 1) Remove the existing mounting bolts that hold the Hurst shifter down to the floor.
- 2) Remove the air ram section from the mounting bracket on the AS3 shifter by removing the 5/8" nut from the air cylinder.
- 3) Lift up the Hurst shifter and slide the AS3 mounting bracket underneath the Hurst unit. Line up the mounting holes.
- 4) Replace the hold down bolts and tighten. The AS3 mounting bracket will be sandwiched between the Hurst shifter and the floorboard. The AS3 shifter does not interfere with the existing Hurst neutral start switch.
- 5) Slip the two (2) stainless steel 5/8" washers over the air cylinder mounting threads then insert the cylinder into the mounting bracket hole. Thread on the 5/8" nut and tighten. The solenoid should be sticking straight out to the side .
- 6) Connect the air line to the solenoid. The small brass insert slips inside the plastic tubing so that when you tighten down the fitting nut, you don't crush the tubing.
- 7) Set your CO2 bottle regulator pressure to about 70 psi. The solenoid and air cylinder will work at any pressure up to 160 psi.
- 8) Mount the RPM switch wherever it is comfortable to reach. It is best to mount the unit as far away from the ignition system as possible and do not mount it on thin sheet metal (aluminum tin work) because of the severe vibration.
- 9) Wire the RPM switch as shown in the diagram on the reverse side.
- 10) You are now ready to test and adjust the CO2 shifter. With the car's engine NOT running, turn on the CO2 bottle and put the car into low gear.
- 11) Press and hold the "MANUAL UPSHIFT" button on the RPM switch. The plunger should extend and shift the transmission. Make sure that the shifter is all the way into high gear; then check for clearance between the air ram plunger and the shift lever. If there is more than 1/16 inch, then remove one of the 5/8 shim washers from the air ram and retest. Remove the second shim washer if needed.
- 12) **MAKE SURE THAT THERE IS SOME CLEARANCE BETWEEN THE RAM AND THE SHIFT LEVER WHEN THE SHIFTER IS IN HIGH GEAR AND THE AIR RAM PLUNGER IS EXTENDED.** If not, the Hurst shifter will be damaged.
- 13) You are now ready to make your runs. Set the thumbwheels to the desired shift-point. If the disable wires are connected to the RPM switch, the shifter will not shift any time the transbrake or line lock is applied. 1/2 second after you leave the starting line, the RPM switch will shift any time the RPM reaches the shift point. This disable and time delay feature prevents false shifting due to tire spin or converter flash at the starting line, and also allow the driver full control of the shifter during the burnout while the line lock is applied.

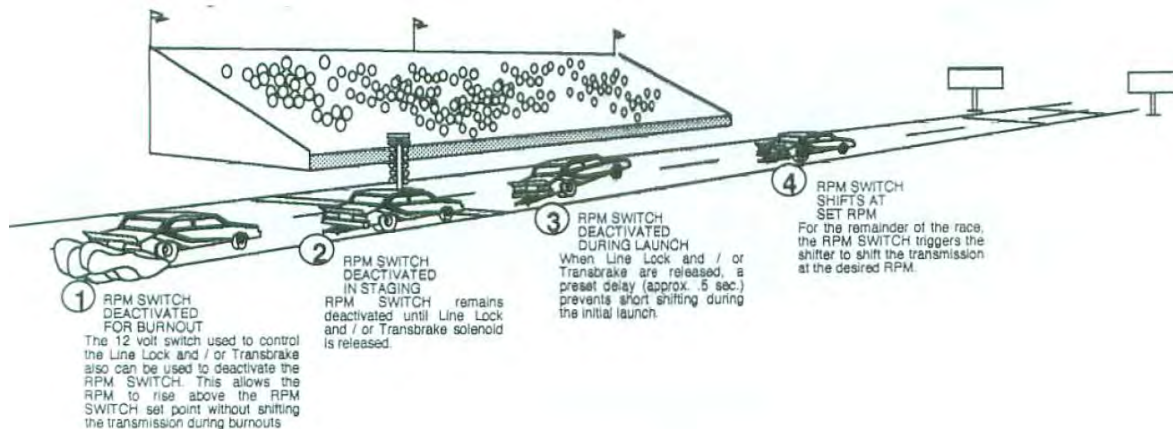
WIRING INSTRUCTIONS AND WARRANTY INFORMATION ON BACK

WIRING DIAGRAM



OPERATION

1. Set the push button switches to the desired shift RPM.
2. If the Line Lock and / or Transbrake disable wires are hooked up, the shifter will not shift when the solenoids are on. This keeps the car from shifting during the water burnout and prevents premature shifting if the engine overspeeds (wheelspin, converter flash, etc.) during launch and .6 seconds after release of the transbrake.
3. You can now race. Shift to low gear, stage the car. Make your run. At the dialed in RPM, the shifter will shift automatically at your pre-set RPM from 1st to 2nd.
4. If you wish to check the RPM setting, you can set the push button switches to a lower RPM and check operation. Setting the shift point below 3,000 RPM is not recommended. Pressing the "Manual Upshift" button will shift the shifter any time (even without the engine running). "Manual Upshift" is good for testing purposes or for "short shifting" during a run.



LIMITED 1 YEAR WARRANTY

DEDENBEAR Products, Inc. warrants to the consumer that all DEDENBEAR Products purchased from an Authorized DEDENBEAR Reseller will be free from defects in material and workmanship for a period of twelve (12) months from date of the original purchase. Products that fail within this 12 month warranty period will be repaired or replaced at DEDENBEAR's option, when determined by DEDENBEAR that the product failed due to defects in material or workmanship. This warranty is limited to the repair or replacement of parts in the DEDENBEAR Product and the necessary labor done by DEDENBEAR to effect the repair or replacement of the DEDENBEAR product. In no event shall DEDENBEAR's cost to repair or replace a DEDENBEAR under this warranty exceed the original purchase price of the DEDENBEAR Product. Nor shall DEDENBEAR Products, Inc. be responsible for special, incidental or consequential damages or costs incurred due to the failure of a DEDENBEAR Product. This warranty applies only to the original purchaser of the DEDENBEAR Product and is non-transferable. This warranty also applies only to DEDENBEAR Products purchased from an Authorized DEDENBEAR Reseller. All implied warranties shall be limited in duration to the said 12 month warranty period. Breaking the instrument seal, improper use or installation, accident, water damage, abuse, unauthorized repairs or alterations voids this warranty. DEDENBEAR disclaims any liability for consequential damages due to the breach of any written or implied warranty on all products manufactured by DEDENBEAR Products, Inc.

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