Model AS-2
2-speed Air Shifter

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The model AS-2 shifter is designed for two speed Powerslide applications.

It will fit B&M Pro-Sticks with front or rear exit cables along with the Hurst Quarter Stick front exit cable.

Hurst Quarter Stick II with rear exit cable requires use of Dedenbear Products model AS-3 shifter kit.

Drilling or modification to the actual gear shifter itself is NOT required; the kits are complete bolt ons.

INSTALLATION

1) If you are using a B&M Pro Stick shifter, the blue plunger extension must be installed on the tip of the air cylinder. Use the two supplied set screws to attach the extension. The plunger extension is not used on Hurst shifters.

2) Remove the existing mounting bolts that hold the shifter down to the floor and slide the AS2 mounting bracket underneath the shifter unit. There are two sets of mounting holes (one for Hurst and one for B&M); use the holes that align the air ram with the center of the shift lever handle. Replace the hold-down bolts and tighten. The AS2 mounting bracket will be sandwiched between the shifter and the floorboard.

3) Connect a 1/4" CO2 supply line to the solenoid quick connect fitting by pushing the line in to the fitting until it bottoms out. If you need to remove the air line, pull on the line while pushing in on the black lock ring.

4) Open the CO2 bottle and set the bottle regulator pressure from 60 to 100 psi.

5) Wire the air shifter as shown in the appropriate diagram on the reverse side.

ADJUSTMENT

The stroke of the air shifter's ram is set with shims located between the brass air ram and the shifter mounting bracket. To check and adjust the stroke of the plunger, follow this procedure:

With the car's engine NOT running, put the shift lever into low gear. If using a Dedenbear RPM-2 switch press and hold the "MANUAL UP SHIFT" button on the RPM switch. If using a different manufacturer's RPM switch or a shift timer, bypass the controller to make the shifter activate. 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 shim washers from the air ram and retest. Remove the second shim washer if needed.

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 air shifter will be damaged.

BLUE PLUNGER EXTENSION FOR B&M SHIFTERS, NOT USED ON HURST SHIFTERS

SHIM WASHERS

SET SCREWS (2)

AS-2 AIR SHIFTER

SEE WIRING DIAGRAMS ON REVERSE SIDE

LIMITED 1 YEAR WARRANTY

Dedenbear Products components are warranted directly by Dedenbear Products against defective material or workmanship under normal use and service for a period of one (1) year after purchase. Dedenbear Products will repair or replace the defective unit, at Dedenbear Products option, free of charge. This warranty does not cover any damage to the component caused by abuse, mishandling, alteration, accident, electrical current fluctuations, failure to follow installation/operating instructions, maintenance, storage and environmental conditions, or repair attempts made anywhere other than Dedenbear Products Authorized Service facility. Dedenbear Products shall not be liable for injury, consequential, or other type damages resulting from the use of its products, other than the liability stated above. This warranty is in lieu of all other warranties of merchantability or fitness of use. This warranty gives you specific legal rights, and you may also have other rights which vary from state to state.

For Service on all Dedenbear Products, return directly to: DEDENBEAR PRODUCTS, INC. • ATTN: REPAIRS • 1917 OAK PARK BLVD. • PLEASANT HILL, CA 94523. For faster service, please include a note describing the nature of the problem, a copy of your original invoice, your name, return shipping address, and daytime & evening phone numbers where you can be reached.
WIRING WITH DEDENBEAR RPM-2

TO "TACH" OUTPUT ON MSD, CRANE, HOLLEY & MALLORY IGNITIONS

+12 V

FUSE 3 AMP

16 - 18 gauge wire

AS-2 AIR SHIFTER

TO TRANSBRAKE SOLENOID (OPTIONAL)

TO LINE LOCK SOLENOID (OPTIONAL)

NOTE: BY WIRING THE TRANSBRAKE / LINE LOCK TERMINALS TO THE SOLENOIDS THE "DISABLE" FEATURE OF THE RPM WILL PREVENT FALSE SHIFTS FROM TIRE SPIN OR CONVERTER FLASH. THESE TERMINALS HAVE A BUILT IN DELAY, AND WILL DISABLE THE RPM SWITCH FOR 6 SECONDS AFTER SOLENOID RELEASE. SEE THE RPM-2 INSTRUCTIONS FOR FULL DETAIL.

WIRING WITH DEDENBEAR BM-1, BM-2, CC-1, CC-2 OR CC-3

TO "TACH" OUTPUT ON MSD, CRANE, HOLLEY & MALLORY IGNITIONS

AS-2 AIR SHIFTER

RPM SWITCH OUT

TO +12 VOLTS

AT MASTER SWITCH

FUSE 15 AMP

+12 VOLTS

GROUND

NOTE: SEE THE COMMAND CENTER INSTRUCTIONS FOR COMPLETE WIRING DIAGRAMS INCLUDING TRANSBRAKE / THROTTLE STOP WIRING.

WIRING WITH MSD RPM SWITCH #8950

TO +12 VOLTS

RED

TO TACH OUT ON MSD

WHITE

GRAY NOT USED

BLACK

YELLOW

AS-2 AIR SHIFTER

FUSE 3 AMP

TO +12 VOLTS

NOTE: MAKE SURE TO WIRE THE JUMPER BETWEEN THE "RAS ON/OFF" AND THE "IGN" TERMINALS ON THE MSD 7AL3 OR THE SHIFTER WILL NOT WORK. SEE MSD'S 7AL3 INSTRUCTION MANUAL FOR THE REMAINDER OF THE WIRING AND OPERATION.

WIRING WITH MSD 7AL3 IGNITION

AS-2 AIR SHIFTER

FUSE 3 AMP

16 - 18 gauge wire

NOTE: IF YOUR DIAGRAM IS NOT SHOWN, CALL (925) 935-3025 FOR TECHNICAL HELP

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