

# Wolfgang International Night Stick Shifter Instructions

Thank you for your purchase of our Night Stick short shifter. This shifter is made for racing/hot rodding/off-roading where short throw is necessary.

First and foremost, the rest of your shifter parts have to be in good working order for this shifter to work right. So before you just bolt this in, make sure your shift rod bushing is in good shape and your coupler is in good shape. Start by putting your car in neutral, then remove the old shifter. Look at the cup the shifter ball goes into. That should be in the middle of the hole the shifter bolts to, forward and backward.

Next, with your finger, rotate the shift rod cup left and right. It should rotate to the left the same distance as it does to the right. If this is all good then you should be able to adjust the ball on the Night Stick and be ready to install. If it is not then you need to do whatever it takes to get the shift rod to be correct in the hole. One option here is they make an adjustable shift rod end that allows you to adjust the shift rod forward or backwards as well as left to right. This has to be welded into your shift rod. It also takes the early round shift rod coupler and will not work with the square coupler. That is not to say you can't convert your coupler to the round style. If you need help with this let us know and we can talk you through it.

If your shift rod cup is centered then you should center the oval holes of the Night Stick when bolting it down. The stick should be straight up, 90 degrees to the pan. This will insure that you have the same amount of throw forward and backward. Next we need to adjust the length of the ball and tighten the jam nut. Thread the ball up the stick, so it will now bottom out. Now bolt the shifter in. With your fingers, thread the ball down until it bottoms out, then put a mark on the ball shaft for reference. Thread the ball back up into the stick two turns. Then lock down the jam nut.

With the shifter in neutral you should be able to pull the stick sideways so that it is up against the reverse fence but not compressing the springs. In other words just up against it. Now push it up into first. If it shifts into first fine, we are good and you should check the rest of the gears. If not, loosen up the bolts and move it around until you have a smooth transition.

To get reverse you will have to pull it harder to left which will push against the reverse fence, pushing it over. If you are hunting for first this is because the shift rod cup is not right. If you find you're pushing against the reverse fence to get it in you can first try loosening up the bolts that hold the shifter down and pushing to one side. If the problem got worse you went the wrong way. Keep in mind here we want the stick to just hit the reverse fence and move right up to first gear. If you can't seem to get it you really need to look into your shift rod.

This shifter has approximately a 60+ percent reduction in throw, so if you have bushing problems or coupler problems this shifter is not going to work well.

*Using this shifter:* Finding neutral with this short of a throw is not easy, so beware when you're letting out the clutch with the engine running and always have your foot pressed down on the clutch when starting. You can no longer do an "H" pattern when going from 2nd to 3rd, now you have to go diagonally. Same thing when going down from 3rd to 2nd. This shifter is made for drag racing and off road cars where we don't spend much time in neutral and are rowing the gears. In my opinion, it's too short of a throw for street cars.

Visit our YouTube channel for a demo video and other tech videos <https://www.youtube.com/user/Wolfgangint>

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