

Hurst Super/Shifter

ATTENTION

Due to variations in auto manufacturing tolerances, the transmission rods supplied with this kit may require slight bending to clear obstructions, etc. Protect the threads while bending.
BEND RODS COLD! - DO NOT APPLY HEAT!

IMPORTANT WARNING

SAFETY STEERING COLUMN LOCK

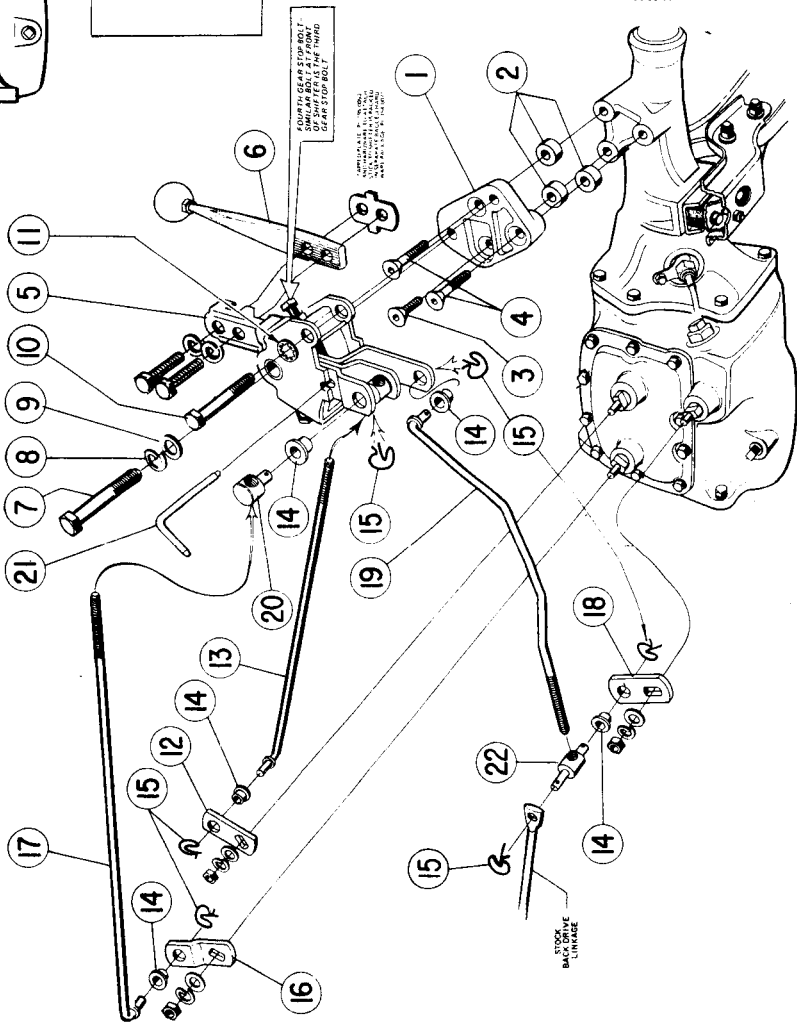
When this shifter is installed in a car that has a steering column lock, the operation of locking mechanism **MUST** be maintained. Install the reverse arm and connect the original factory linkage as directed by this instruction sheet.

NOTICE

STREET SUPER/SHIFTER will not fit into stock console equipped autos. Minor trimming may be necessary to fit floor opening. Hurst Super/Boot finishes installation with a professional appearance. Hurst Super/Boot not included —ask dealer for Pt. 114 7494.

CONTENTS OF KIT

1. MOUNTING PLATE Pt. 106 2298
 2. SPACER Pt. 228 8036 (3)
 3. 3/8" - 16 x 1 1/4 FLAT HEAD SOCKET SCREW Pt. 215 3500
 4. 3/8" - 16 x 1 3/4 FLAT HEAD SOCKET SCREW Pt. 215 8035 (2)
 5. SHIFTER ASSEMBLY Pt. 391 7535
 6. STICK Pt. 238 7238
 7. 7/16" - 18 x 3 1/4 HEX HEAD CAP SCREW Pt. 215 5649
 8. 7/16" - 18 x 3 1/4 HEX HEAD CAP SCREW Pt. 207 3489
 9. 7/16" - 18 x 3 1/4 HEX HEAD CAP SCREW Pt. 215 3465
 10. 3/8" - 16 x 3 HEX HEAD CAP SCREW Pt. 207 3633
 11. 3/8" - 16 x 3 INTERNAL TOOTH LOCKWASHER Pt. 105 4829
 12. ARM - L Pt. 213 1588
 13. ROD - L Pt. 118 3311 (6)
 14. STEEL BUSHING Pt. 127 2412 (7)
 15. SPRING CLIP Pt. 105 3894
 16. ROD - R Pt. 213 8003
 17. ROD - R Pt. 213 8003
 18. ARM - REVERSE Pt. 213 8037
 19. ROD - REVERSE Pt. 118 3311 (2)
 20. ROD ADJUSTING BUTTON Pt. 148 1725
 21. BUTTON-REVERSE & BACKDRIVE Pt. 119 0001
- BAGGED HARDWARE — Pt. 154 8006



1. Install mounting plate on tab/shaft. Use spacers between mounting plate and bosses of tab/shaft. Tighten the three bolts equally. Install the shifter and tighten all bolts.
2. Assemble arm and rods with bushing and spring clip. Refer to exploded assembly view for proper parts combinations. Spin top adjusting buttons onto the ends of the rods, to about the middle of the travel length.

3. Backdrive connection. The backdrive linkage wires between the different car models that use this kit. Backdrive linkage should be moved to its rearward position. Steering column lock must be in the "LOCK" position. Place the Hurst reverse arm on the reverse control shaft and rotate it COUNTER CLOCKWISE as far as it will turn. This is the reverse position of this control shaft. In this position, the reverse arm must be in contact with the Hurst arm with the stock backdrive link. Install arm/rod button assemblies onto transmission shaft. Refer to exploded assembly view for proper parts combinations. Attach arm/rod shaft with stock "rod" wire.
3. Insert bushing into holes in levers. Align levers with holes in mounting plate. Tighten nuts on rods (Pt. 105 1725) through notches in frame and holes in levers.
4. Rotate transmission arm backward and forward. The Hurst reverse arm must be in contact with the stock reverse arm. Reverse arm must be moved to the front of its travel toward the front (dis engaged position).
5. Adjust neutralization button on each rod to permit easy slip in fit of button into steel bushing in "proper" lever.

Note: The 3/4 rod may strike the top flange of the cross shaft or a small notch off of this flange to eliminate such interference.

TRANSMISSION ARMS MUST REMAIN IN NEUTRAL POSITION WHILE ALIGNMENT IS ACCOMPLISHED. Push buttons in levers with spring clip.

6. Remove neutral alignment rod. Test shifter. Stick should move freely from side to side at neutral position. If the stick does not move freely, push it straight down and pull toward operator to engage reverse gear. If shifter functions properly, proceed to par. 7.
- If the stick CANNOT be moved freely between 1, 2 to 3, 4 or reverse path, arm or neutral bushing adjustment must be corrected. Move stick forward to 3rd, then back to 4th, then to neutral. Insert neutral alignment rod. The rod CANNOT be inserted freely, the 2, 4 button must be moved to the rear. The spacing of 1, 2 shift will now allow alignment of 1, 2 rod adjustment.
- To adjust reverse rod button adjustment, place stick at neutral position. Push button down. Reverse lever, also disconnect backdrive linkage. Push stick firmly into 3rd gear position. Spin top adjusting button in until contact is felt. Back bolt out one turn and tighten lock nut. Pull stick firmly back into 4th gear. Spin top adjusting button in until contact is made, then back bolt out one turn and tighten lock nut.

NOTE: Installation has been completed. Test operation of SAFETY STEERING COLUMN LOCK. Reverse operation of stick to REVERSE and remove ignition key. Steering column should lock in REVERSE ONLY. Test operation of REVERSE ONLY. Reverse operation of steering column must be tested. If steering column does not lock in REVERSE or if it prevents shifter from engaging REVERSE, adjust backdrive linkage as necessary to correct and repeat testing.

NOTE: The 3/4 rod may strike the top flange of the cross shaft or a small notch off of this flange to eliminate such interference.