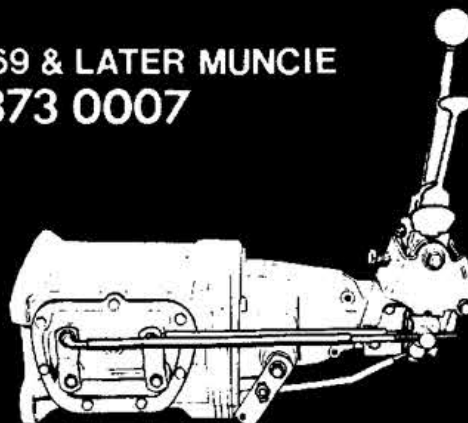


PRE '69 MUNCIE
373 0006



'69 & LATER MUNCIE
373 0007



BORG-WARNER T-10
373 0008



BORG-WARNER T-10
'74 & LATER ONLY
373 0006



HURST SUPER/SHIFTER III™ COMPETITION/PLUS™

U.S. PATENT NO. 3,216,274 & NO. 3,306,126

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.

Install mounting plate on tailshaft. Tighten the three bolts equally. Install the shifter and tighten the mounting bolts.

Refer to separate instruction sheet titled "Shifting the Super Shifter III", form number 91 159 0149, page 2 - "ALIGNMENT PROCEDURE".

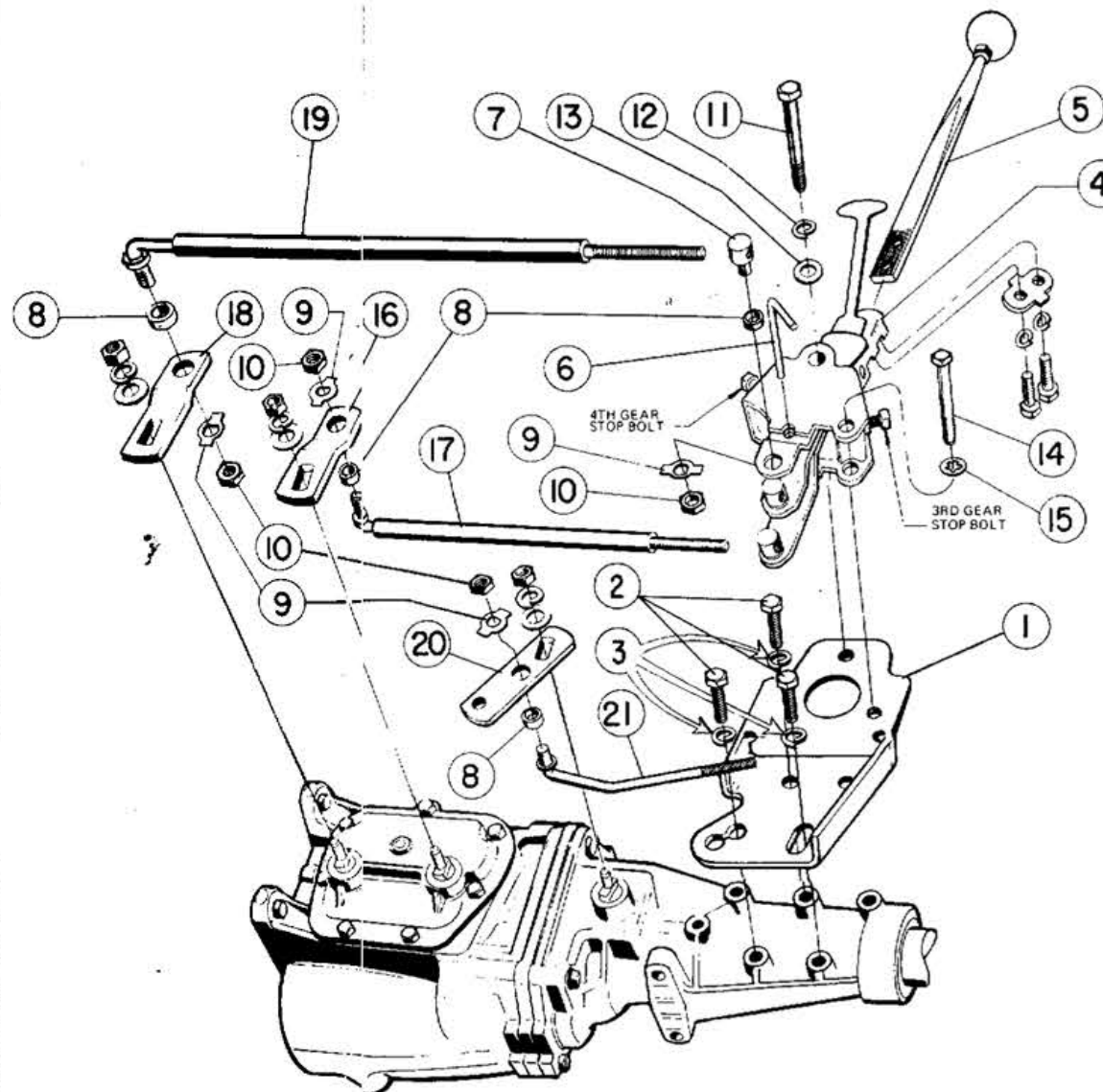
Adjust shifter stop bolts. Back bolts out of shifter frame until only a few threads remain engaged. Push stick firmly into 3rd gear and hold. Screw 3rd gear stop bolt in until contact is felt. Back bolt out one turn and tighten lock nut. Pull stick firmly back into 4th gear, screw 4th gear stop bolt in until contact is made, then back stop bolt out one turn and tighten lock nut.

BACKDRIVE CONNECTION

The backdrive linkage varies between the different car models that these kits fit. Backdrive linkage should be moved to its rearward position (steering column lock engaged) while adjustment and connection is being made. 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.) Adjust the backdrive linkage to permit easy slip-in fit in the hole in the reverse arm. NOTE: some of the early backdrive linkage rods have a small diameter end. Use the bushing (Pt. 118 0022) to adapt these backdrive rods to the hole in the arm. Fasten the backdrive linkage to the Hurst arm with the stock backdrive clip.

Installations that use reverse arm Pt. 105 7075 - Adapter Pt. 101 0006 must be used in slot to fit this arm to muncie transmission control shaft. Place adapter in arm slot before installing arm on control shaft.

NOTE: After installation has been completed, test operation of SAFETY STEERING COLUMN LOCK. Move shifter stick to REVERSE and remove ignition key. Steering column should lock in REVERSE ONLY. Test operation of lock in all gears to be sure that steering column locks in REVERSE ONLY. If backdrive linkage fails to lock column or if it prevents shifter from engaging REVERSE, adjust backdrive linkage as necessary to correct and repeat testing.



CONTENTS OF KIT

COMMON PARTS	QTY.	INSTALLATION KIT NUMBERS			
		373 0008	373 0007	373 0006	373 0006
1. MOUNTING PLATE	Pt. 195 0037			Pre '69 MUNCIE	B-W T-10 '74 & later
2. 3/8-16 x 1 HEX HEAD AP SCREW	Pt. 215 3427 (3)				
3. 3/8" SPLIT LOCKWASHER	Pt. 970 00339 (2)				
4. SHIFTER ASSEMBLY	Pt. 491 0002				
5. STICK	Pt. 238 7238				
6. NEUTRAL ALIGNMENT PIN	Pt. 148 1725				
7. ROD ADJUSTING BUSHING	Pt. 119 0002 (3)				
8. BUSHING	Pt. 118 0023 (6)				
9. LOCK CLIP	Pt. 127 0009 (6)				
10. 3/8-24 SELF-LOCKING HEX NUT	Pt. 179 0037 (6)				
11. 7/16-14 x 3 1/4 HEX HEAD CAP SCREW	Pt. 215 5849				
12. 7/16" SPLIT LOCKWASHER	Pt. 970 00404				
13. 7/16" FLATWASHER	Pt. 960 00561				
14. 3/8-16 x 3 HEX HEAD AP SCREW	Pt. 215 3450				
15. 3/8" INTERNAL TOOTH LOCKWASHER	Pt. 267 3533				
16. ARM 1ST/2ND		Pt. 105 2140	Pt. 105 7058	Pt. 105 0043	Pt. 105 0043
17. ROD 1ST/2ND	Pt. 213 0071				
18. ARM 3RD/4TH		Pt. 105 2141	Pt. 105 7060	Pt. 105 0044	Pt. 105 0044
19. ROD 3RD/4TH	Pt. 213 0072				
20. ARM REVERSE		Pt. 105 0052	Pt. 105 7075	Pt. 105 7075	Pt. 105 0055
21. ROD REVERSE		Pt. 213 0089	Pt. 213 0084	Pt. 213 0084	Pt. 213 0084
22. ADAPTER ARM SLOT			Pt. 101 0006	Pt. 101 0006	
23. BUSHING BACKDRIV	Pt. 118 0022				

BAGGED HARDWARE Pt. 154 0117

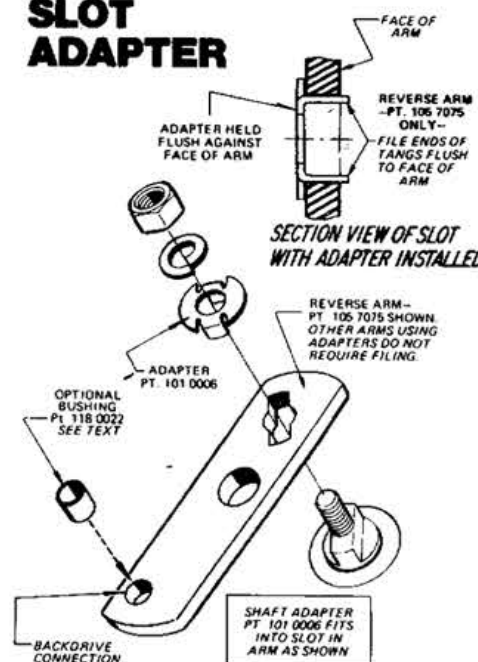
ATTENTION

DUE TO VARIATIONS IN AUTO MANUFACTURING TOLERANCES, THE TRANSMISSION RODS SUPPLIED WITH THIS KIT MAY REQUIRE SLIGHT BENDING TO CLEAR OBSTRUCTIONS, ETC. PROTECT THREADS WHEN BENDING RODS.
BEND RODS COLD - DO NOT APPLY HEAT

WARNING!

THIS TRANSMISSION DOES NOT HAVE AN INTERLOCK TO PREVENT ENGAGEMENT OF THE REVERSE GEAR WHEN ANY OF THE FORWARD GEARS ARE ENGAGED. SEVERE DAMAGE TO THE TRANSMISSION CAN RESULT IF THIS SHOULD OCCUR. DOUBLE CHECK THE LINKAGE BEFORE STARTING THE ENGINE OR MOVING THE VEHICLE. INSERT THE NEUTRAL ALIGNMENT PIN (Pt. 148 1725) THROUGH LEVERS AT THEIR NEUTRAL POSITIONS IN SHIFTER AND CHECK POSITIONS OF TRANSMISSION CONTROL ARMS 1-2 AND 3-4 TRANSMISSION CONTROL ARMS MUST BE AT NEUTRAL POSITIONS OF THEIR TRAVEL. REVERSE GEAR CONTROL ARM MUST BE AT FORWARD END OF TRAVEL (DIS ENGAGED).

SLOT ADAPTER



BORG-WARNER T-10
'74 & LATER ONLY

