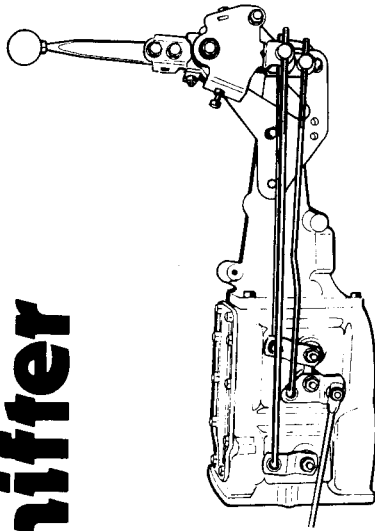




Street Super/Shifter



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.

ATTENTION

Out to attention in this manufacturing tolerance, 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!

This shifter kit is intended to provide optimum shifter location for most cars equipped with a Department four speed transmission. Sheet metal in the floor tunnel area may have to be cut away to gain clearance for the shifter and linkage due to variations in different vehicles.

1. Install mounting plate on tailshaft. Three of the mounting bolts on your transmission extension housing will match three of the holes in the mounting plate. If more than one possibility of mounting positions exists, select the one that suits you. Fasten plate with the four spacers placed between the plate and the bases on each 5/16" bolt.
2. Install shifter onto mounting plate. Tighten mounting bolts.
3. Assemble arms with their respective rods using steel bushings and spring clips. Thread rod adjusting buttons onto rods to about the middle of the thread length.
4. Install arm/rod/button assemblies on the transmission shafts bearing with the 1-2 linkage. Rotate the transmission shafts to locate Neutral (mid-position stop between extreme forward stop and extreme rearward stop). Fasten arm with stock hardware.

* Reverse Arm Only — Neutral position of arm is ALL THE WAY FORWARD.

5. Insert steel bushings in the holes in the shifter levers. Adjust all levers to Neutral position (middle of travel). Insert Neutral alignment rod (Pt. 1725) through notches in frame and holes in levers.

6. Adjust each rod adjusting button to permit an easy slip-in fit into the proper steel bushing. TRANSMISSION ARMS MUST REMAIN IN NEUTRAL POSITION WHILE ADJUSTING BUTTONS. Fasten buttons in levers with spring clips.

7. Remove neutral alignment rod. Test shifter. Stick should move freely from side to side at Neutral (between 1-2 and 3-4 shifting paths). Push stick straight down and pull toward the operator to engage the Reverse lever. If shifter functions properly, proceed to paragraph 8.

If the stick CANNOT be moved freely between 1-2 to 3-4 or Reverse path, one or more of the rod adjusting buttons must be turned to make a correction. Move the stick forward to 3rd, then back to 4th, then to Neutral. Insert Neutral alignment rod. If rod CANNOT be inserted freely, the 3-4 rod adjusting button is incorrectly adjusted. Similar testing of 1-2 shift will prove alignment of 1-2 rod adjustment.

To check Reverse rod button adjustment, place stick at Neutral. Disconnect Reverse rod adjusting button from Reverse lever. Crisp rod and push toward front of car (Reverse arm diverges). Reverse gear will shift forward end of (reverse). Install (Neutral) Reverse gear rod. Adjust rod adjusting button for easy slip-in fit in bushing. Reassemble button in lever and fasten with spring clips.

8. Adjust shifter stop bolts. Back both 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.

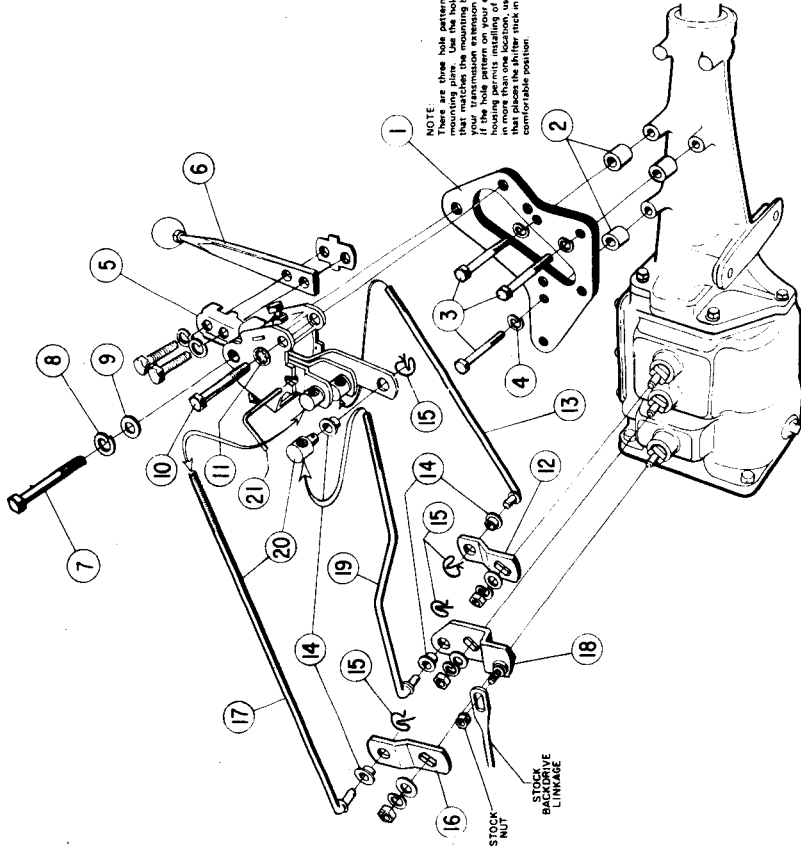
BACKDRIVE CONNECTION

Connect the stock backdrive linkage to stud on Hurst Reverse arm. Fasten with stock nut. Test operation of SAFETY STEERING COLUMN LOCK. Move shifter stick to Reverse and remove ignition key. Steering column should lock 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

1. MOUNTING PLATE
 2. SPACER
 3. 5/16" - 18 x 2 1/2 HEX HEAD CAP SCREW
 4. 5/16" SPLIT LOCKWASHER
 5. SHIFTER ASSEMBLY
 6. STICK
 7. 7/16" - 14 x 3 1/4 HEX HEAD CAP SCREW
 8. 7/16" SPLIT LOCKWASHER
 9. 7/16" FLATWASHER
 10. 3/8" - 16 x 3 HEX HEAD CAP SCREW
 11. 3/8" INTERNAL TOOTH LOCKWASHER
 12. ARM 1-2
 13. ARM 3-4
 14. BUSHING
 15. SPRING CLIP
 16. ARM 3-4
 17. ROD 3-4
 18. ARM - REVERSE
 19. ROD - REVERSE
 20. ROD ADJUSTING BUTTON
 21. NEUTRAL ALIGNMENT ROD
- BAGGED HARDWARE Pt. 154 8374
- Pt. 105 8382
Pt. 228 0023 (3)
Pt. 215 8376 (3)
Pt. 267 3467 (3)
Pt. 391 7535
Pt. 238 7238
Pt. 215 5648
Pt. 267 3469
Pt. 267 3475
Pt. 215 3450
Pt. 267 3533
Pt. 105 8383
Pt. 213 8377
Pt. 139 2412 (6)
Pt. 105 2141
Pt. 213 8378
Pt. 105 7547
Pt. 213 8379 (3)
Pt. 119 3783 (3)
Pt. 148 1725

NOTE: There are three hole patterns in the mounting plate. Select the one that matches the mounting base on your transmission extension housing. If you are using a different housing pattern installing the plate in more than one location, use the one most comfortable position.



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.