

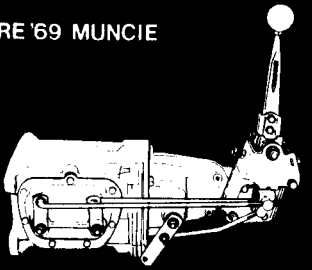


Street Super/Shifter

ATTENTION

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

PRE '69 MUNCIE



This shifter kit is intended to provide optimum shifter location for mdsi cars equipped with Borg Warner T-10 or Muncie seven bolt side cover transmissions. 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. Tighten the three bolts equally. Install the shifter and tighten the mounting bolts.

2. Assemble arms and rods with bushings and spring clips. Refer to exploded assembly view for proper parts combinations. Spring rod adjusting buttons onto the threaded ends of the rods to about the middle of the thread length.

BACKDRIVE CONNECTION

The backdrive linkage varies between the different car models that this 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 on 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. Install arm-rod button assemblies onto transmission shafts. Refer to exploded assembly view for proper parts combinations. Fasten arms onto shafts with stock hardware.

Installation of arms that have late design Muncie slots on early Muncie and '74 and later Borg-Warner control shafts require the use of slot adapter Pt. 101 0006. See illustration of installation. If right-hand side of this sheet, Adapter is inserted in arm before installing on shaft.

REVERSE ARM PL. 105 7075 ONLY

Place adapter in arm slot. Clamp arm down securely on flat surface. Use flat mill file to file ends of tang of adapter flush to face of arm before installing arm on transmission control shaft.

3. Insert bushings into holes in levers. Align levers with shifter frame and insert neutral alignment rod (Pt. 148 1725) through notches in frame and holes in levers.

4. Rotate transmission arms backward and forward. The neutral position for each arm can be felt at the mid-position of full travel. Reverse arm must be moved to the end of its travel toward the front (disengaged position).

5. Adjust position of button on each rod to permit easy slip-in fit of button into steel bushings in proper lever.

Note: The 3-4 rod may strike the top flange of the cross-member. Cut a small notch off of this flange to eliminate such interference.

TRANSMISSION ARMS MUST REMAIN IN NEUTRAL POSITIONS WHILE ALIGNMENT IS ACCOMPLISHED. Fasten buttons in levers with spring clips.

6. Remove neutral alignment rod. Test shifter. Stick should move freely from side to side at neutral (between 1-2 and 3-4 shifting paths). Pull stick toward operator and push forward for reverse. If shifter functions properly, proceed to the next paragraph (7).

If the stick CANNOT be moved freely between 1-2 to 3-4 or reverse path, one or more of the rod button adjustments must be corrected. Move stick toward to 3rd, then back to 4th, then to neutral. Insert neutral alignment rod. If rod CANNOT be set freely, the 3-4 button is incorrectly adjusted. Similar testing of 1-2 shifts will prove alignment of 1-2 rod adjustment.

7. To check reverse rod button adjustment, place stick at neutral. Disconnect reverse rod adjusting button from reverse lever, also disconnect backdrive linkage. Grasp rod and push toward front of car. (Reverse arm is disengaged when at end of forward travel.) Adjust rod button for easy slip-in fit in bushing. Reassemble and fasten with spring clip. Reconnect backdrive linkage.

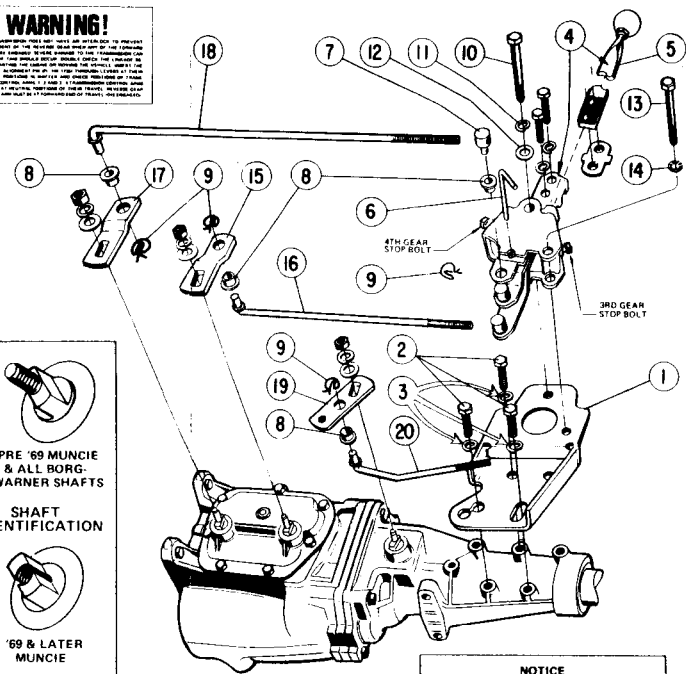
8. Adjust shifter stop bolts. Back both bolts out of shifter frame until only a few threads remain engaged. Push stick firmly into 3rd gear and hold. Screw 3rd gear stop bolt in until contact is felt. Back bolt out one turn and tighten lock nut. Pull stick firmly back into 4th gear, screw 4th gear stop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

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 4th gear to be sure that steering column locks in REVERSE only. If backdrive linkage fails to lock column or it prevents shifter from engaging REVERSE, adjust backdrive linkage as necessary to correct and repeat testing.

WARNING!

THIS KIT IS NOT INTENDED FOR USE ON VEHICLES EQUIPPED WITH AIR CONDITIONING. THE WEIGHT OF THE SHIFTER AND ASSOCIATED HARDWARE MAY EXCEED THE WEIGHT CAPACITY OF THE FLOOR TUNNEL AREA. EXCESSIVE WEIGHT ON THE FLOOR TUNNEL AREA MAY CAUSE FLOOR TUNNEL WEAR OR DAMAGE. IT IS THE RESPONSIBILITY OF THE USER TO ENSURE THAT THE WEIGHT OF THE SHIFTER AND ASSOCIATED HARDWARE DOES NOT EXCEED THE WEIGHT CAPACITY OF THE FLOOR TUNNEL AREA. IF THE WEIGHT OF THE SHIFTER AND ASSOCIATED HARDWARE DOES EXCEED THE WEIGHT CAPACITY OF THE FLOOR TUNNEL AREA, THE USER MUST TAKE APPROPRIATE PRECAUTIONS TO PREVENT FLOOR TUNNEL WEAR OR DAMAGE.



CONTENTS OF KIT

COMMON PARTS	QTY
1. MOUNTING PLATE	Pt. 195 0037
2. 3/8-16 x 1 HEX HEAD CAP SCREW	Pt. 215 3427 (3)
3. 3/8" SPLIT LOCKWASHER	Pt. 87000369 (3)
4. SHIFTER ASSEMBLY	Pt. 381 5401
5. STICK	Pt. 238 7238
6. NEUTRAL ALIGNMENT PIN	Pt. 148 1725
7. ROD ADJUSTING BUTTON	Pt. 119 3783 (3)
8. BUSHING	Pt. 118 3311 (6)
9. SPRING CLIP	Pt. 87000015 (6)
10. 7/16-14 x 3 1/4 HEX HEAD CAP SCREW	Pt. 215 5649
11. 7/16" SPLIT LOCKWASHER	Pt. 87000404
12. 7/16" FLATWASHER	Pt. 88009541
13. 3/8-16 x 3 HEX HEAD CAP SCREW	Pt. 215 3450
14. 3/8" INTERNAL TOOTH LOCKWASHER	Pt. 267 3633
15. ARM 1ST/2ND	Pt. 105 2140
16. ROD 1ST/2ND	Pt. 105 7058
17. ARM 3RD/4TH	Pt. 105 7080
18. ROD 3RD/4TH	Pt. 105 7080
19. ARM REVERSE	Pt. 105 7058
20. ROD REVERSE	Pt. 105 7058
21. ADAPTER ARM SLOT	Pt. 105 7075
22. BUSHING BACKDRIVE	Pt. 118 0022

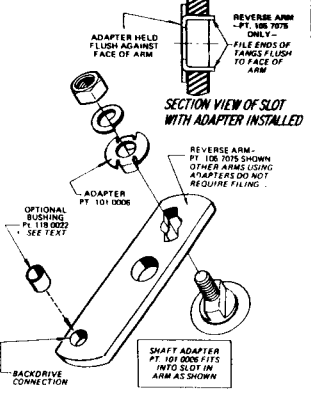
INSTALLATION KIT NUMBERS

EARLY BORG-WARNER	'69 AND LATER MUNCIE	PRE '69 MUNCIE	BORG-WARNER '74 & later
Pt. 105 2140	Pt. 105 7058	Pt. 105 7058	Pt. 105 7058
Pt. 105 2141	Pt. 105 7080	Pt. 105 7080	Pt. 105 7080
Pt. 105 0052	Pt. 105 7075	Pt. 105 7075	Pt. 105 0055
Pt. 213 1699	Pt. 213 7819	Pt. 213 7819	Pt. 213 7819
Pt. 105 0052	Pt. 105 7075	Pt. 105 7075	Pt. 105 0055
Pt. 213 1699	Pt. 213 7819	Pt. 213 7819	Pt. 213 7819
Pt. 105 0052	Pt. 105 7075	Pt. 105 7075	Pt. 105 0055
Pt. 213 1699	Pt. 213 7819	Pt. 213 7819	Pt. 213 7819
Pt. 105 0052	Pt. 105 7075	Pt. 105 7075	Pt. 105 0055
Pt. 213 1699	Pt. 213 7819	Pt. 213 7819	Pt. 213 7819
Pt. 105 0052	Pt. 105 7075	Pt. 105 7075	Pt. 105 0055
Pt. 213 1699	Pt. 213 7819	Pt. 213 7819	Pt. 213 7819

IMPORTANT WARNING

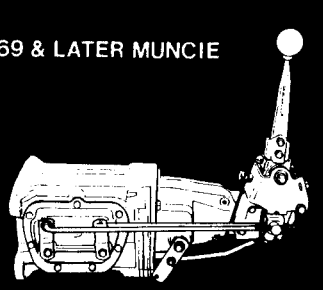
SAFETY STEERING COLUMN LOCK
When this shifter is installed in a car that has a steering column lock, the operation of locking mechanism MUST be maintained. Install the reverse arm and connect the original factory linkage as directed by this instruction sheet.

SLOT ADAPTER

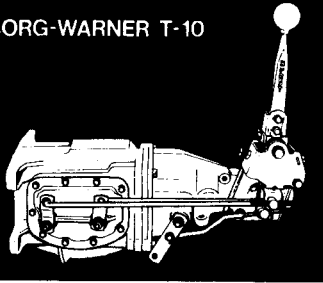


NOTICE
STREET SUPER/SHIFTER will not fit into stock console equipped autos. Minor trimming may be necessary to fit floor opening. Hurst Super/Boot finishes installation with a professional appearance. Hurst Super/Boot not included - ask dealer for Pt. 114 7494.

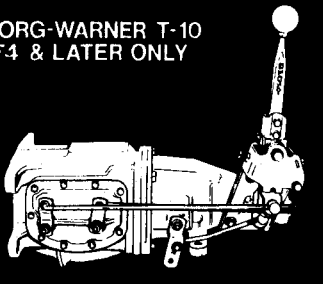
'69 & LATER MUNCIE



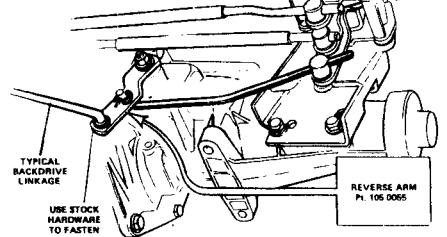
BORG-WARNER T-10



BORG-WARNER T-10 '74 & LATER ONLY



BORG-WARNER T-10 '74 & LATER ONLY



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