Installation Instructions
HURST INDY FOUR SPEED SHIFTER KIT

HURST # 5030031

WORK SAFELY! For maximum safety, perform this installation on a clean, level surface and with the engine turned off. Place blocks or wedges in front of and behind both rear wheels to prevent movement in either direction.

CAUTION: To avoid any possibility of bodily injury or damage to vehicle, do not attempt installation until you are confident that the vehicle is safely secured and will not move.

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

ATTENTION: Due to variations in the auto manufacturing tolerances, the transmission rods supplied with this kit may require slight bending to clear any 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 Dearborn four speed transmission. Sheet metal in the floor tunnel area may have to be cut away to gain clearance for the shifter and the linkage due to variations in different vehicles.

1. Install the mounting plate on the tailshaft. Three of the mounting bosses 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 the plate with the three spacers placed between the plate and the bosses on each 5/16” bolt.

2. Install the shifter onto the mounting plate. Tighten the mounting bolts.

3. Assemble arms with their respective rods using the steel bushings and spring clips. Thread the rod adjusting buttons onto the rods to about the middle of the thread length.

4. Install the arm/rod/button assemblies on the transmission shafts beginning with the 1-2 linkage. Rotate the transmission shafts to locate Neutral (mid-position stop between extreme forward stop and extreme rearward stop).* Fasten arms with the stock hardware.

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

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

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

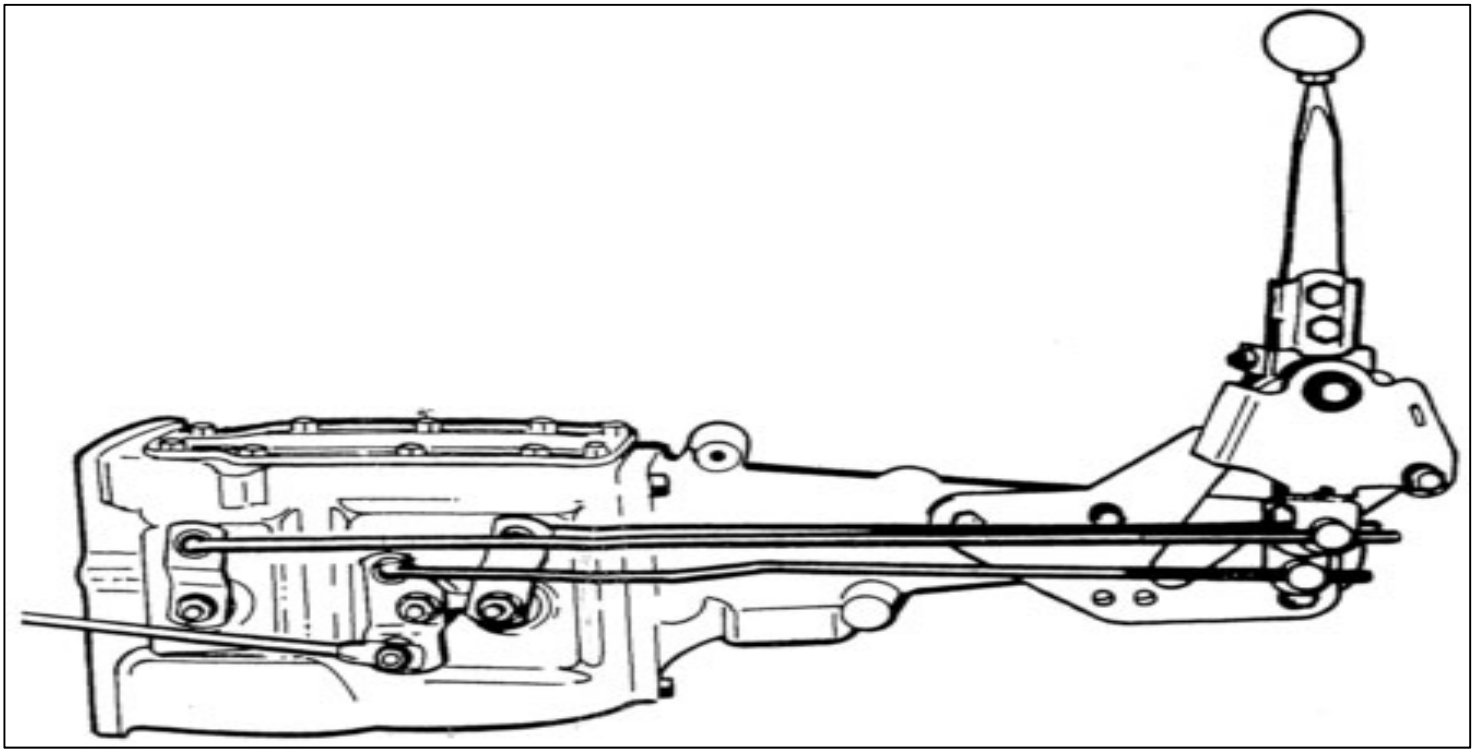
7. Remove the neutral alignment rod (Pt. 148 1725). Test the operation of the shifter. The stick should move freely from side to side at neutral (between 1-2 and 3-4 shifting paths). Pull the stick toward the operator and then push it forward to engage the reverse lever of the shifter. If the shifter functions properly, proceed to the last paragraph of these instructions that is titled "BACKDRIVE CONNECTION."

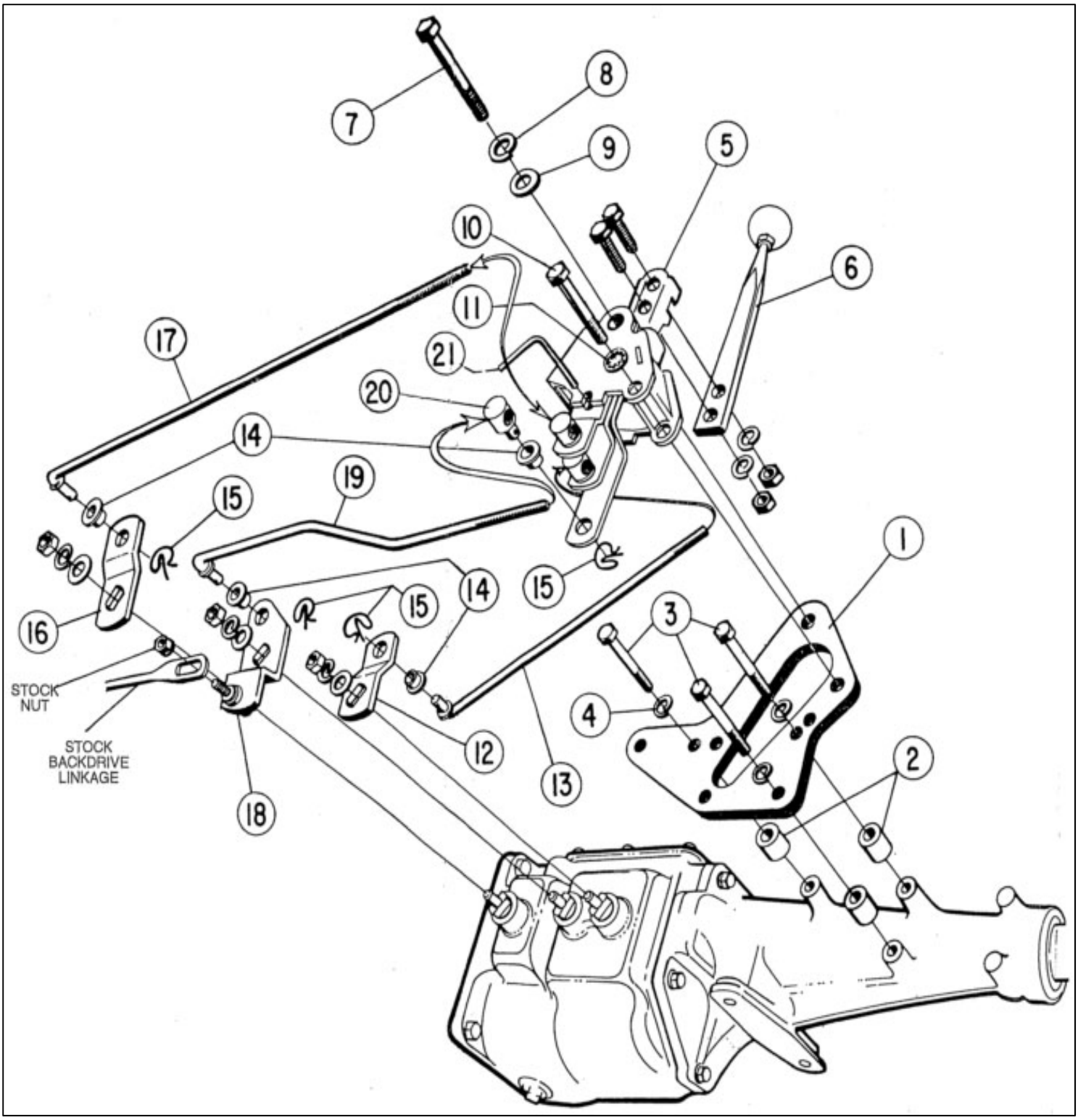
If the stick CANNOT be moved freely between the 1-2 to 3-4 or Reverse path, one or more of the rod adjusting buttons must be turned to make a correction. Move the stick forward to 3rd, then back to 4th, then to Neutral. Insert the Neutral alignment rod. If the rod CANNOT be inserted freely, the 3-4 rod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

To check the Reverse rod button adjustment, place the stick to Neutral. Disconnect the Reverse rod adjustment button from the Reverse lever. Grasp the rod and push it toward the front of the car. (The Reverse arm disengages the Reverse gear when at the forward end of travel). Install the neutral alignment rod. Adjust the rod adjusting button for easy slip-in fit in the bushing. Reassemble the button in lever and fasten with the spring clips.

BACKDRIVE CONNECTION

Connect the stock backdrive linkage to the stud on the Hurst Reverse arm. Fasten with the stock nut. Test the operation of the SAFETY STEERING COLUMN LOCK. Move the shifter stick to Reverse and remove the ignition key. The steering column should lock in Reverse only. If the backdrive linkage fails to lock the column or if it prevents the shifter from engaging reverse, adjust the backdrive linkage as necessary to correct and repeat the testing.





NOTE: There are three hole patterns in the mounting plate (# 1). Use the hole pattern that matches the mounting bosses on your transmission extension housing. If the hole pattern on your extension housing permits installing of the plate in more than one location, use the one that places the shifter stick in the most comfortable position.

CONTENTS OF KIT

1.	MOUNTING PLATE	Pt. 19508382
2.	SPACER	Pt. 2280023
3.	5/16-18 x 2 ½ HEX HEAD CAP SCREW	Pt. 97090089
4.	5/16 SPLIT LOCKWASHER	Pt. 97000089
5.	SHIFTER ASSEMBLY	Pt. 5030024
6.	STICK	Pt. 2380077
7.	7/16-14 x 3 ¼ HEX HEAD CAP SCREW	Pt. 2155649
8.	7/16 SPLIT LOCKWASHER	Pt. 97000404
9.	7/16 FLATWASHER	Pt. 96000561
10.	3/8-16 x 3 HEX HEAD CAP SCREW	Pt. 2153450
11.	3/8 INTERNAL TOOTH LOCKWASHER	Pt. 2673533
12.	ARM 1-2	Pt. 1058383
13.	ROD 1-2	Pt. 2138377
14.	BUSHING	Pt. 1183311 (6)
15.	SPRING CLIP	Pt. 97000015 (6)
16.	ARM 3-4	Pt. 1052141
17.	ROD 3-4	Pt. 2138378
18.	ARM – REVERSE	Pt. 1057647
19.	ROD – REVERS	Pt. 2138379
20.	ROD ADJUSTING BUTTON	Pt. 1193783 (3)
21.	NEUTRAL ADJUSTMENT ROD	Pt. 1481725

BAGGED HARDWARE – Pt. 1548374

IMPORTANT: RETAIN THESE INSTRUCTIONS FOR FUTURE REFERENCE

Technical Service

A highly trained technical service department is maintained by Hurst Performance to answer your technical questions, provide additional product information and offer various recommendations.

Technical service calls, correspondence, and warranty questions should be directed to:

Hurst Performance Products

(707) 544-4761

www.Hurst-Shifters.com