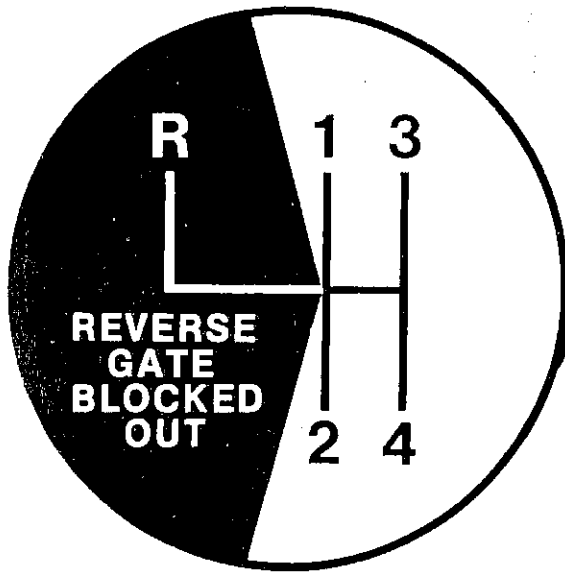


Shifting the SUPER SHIFTER III



REVERSE LOC-OUT HANDLE DOWN

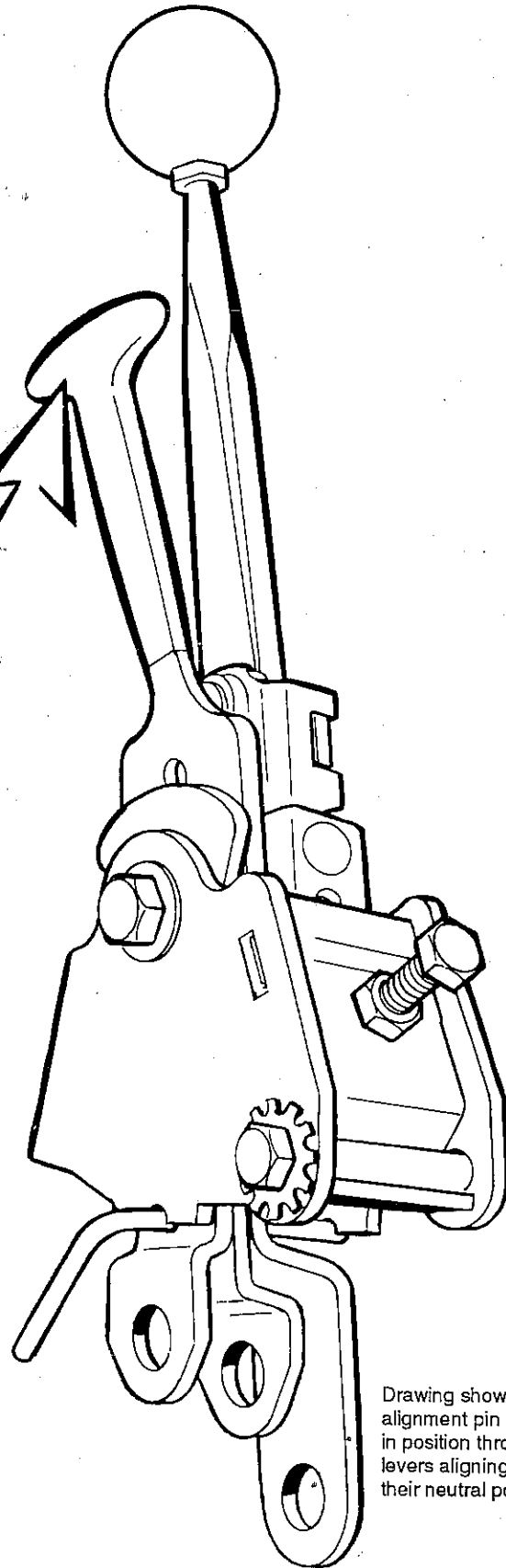
Normal shifting - all gears including reverse can be engaged.

REVERSE LOC-OUT HANDLE UP

Normal shifting in forward gears. Reverse CANNOT be engaged. Reverse gate is positively locked out.

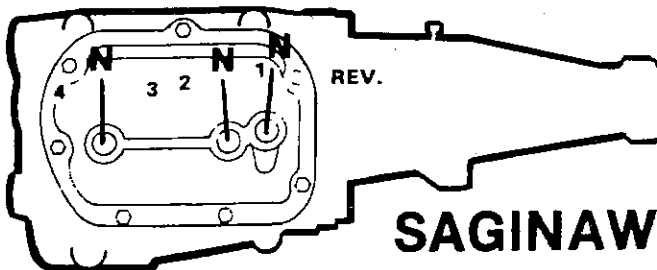
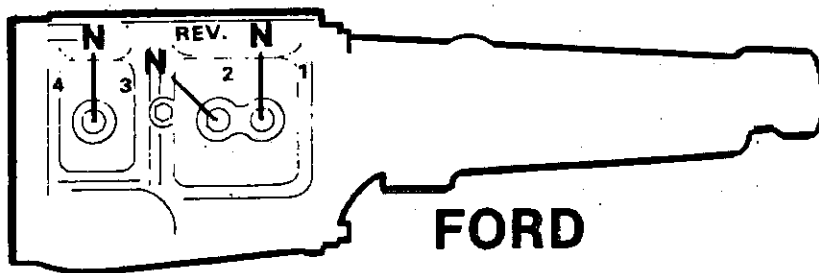
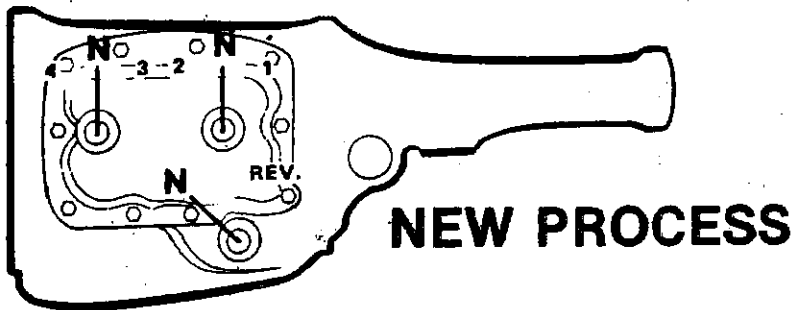
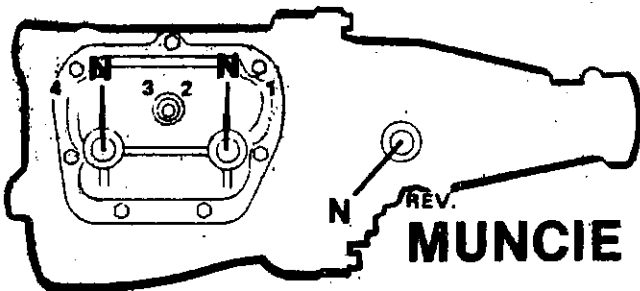
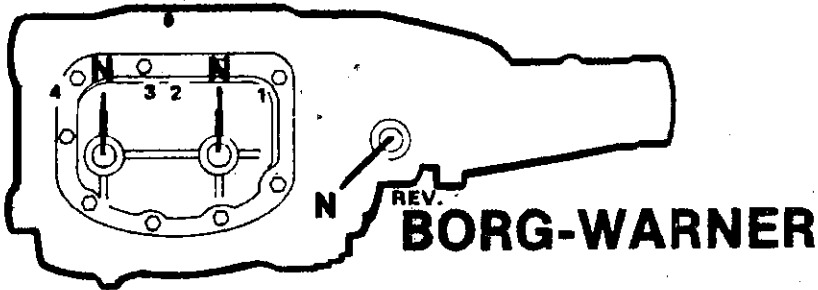
WARNING

Do not pull Reverse Loc-Out handle up when shifter stick is in reverse gate. Shifter will be locked in reverse if this is done. Pushing handle down frees shifter.



Drawing shows the neutral alignment pin (Pt. 148 1725) in position through shifter levers aligning all levers at their neutral positions.

ALIGNMENT PROCEDURE



Refer to the diagrams. They show the transmission control shafts of the four speed transmissions. Rotate all control shafts to their NEUTRAL ("N") positions as indicated in the diagram that shows your transmission. This is done by placing an arm on the control shaft key and rotating the shaft in both directions to determine its neutral position. Neutral is the middle detent for the 1-2 and 3-4 shafts. Neutral is the extreme FORWARD end of rotation of the reverse shaft. All control shafts must be in their neutral position while rod buttons are adjusted. Assemble arms with rods. Refer to exploded assembly drawing on the installation instruction sheet for correct parts combinations. Start rod adjusting buttons on rods. Rotate levers of shifter to their center positions and insert neutral alignment rod (Pt. 148-1725) through notches of housing and holes in shifter levers.

Install reverse arm/rod assembly on reverse transmission control shaft and fasten it with stock hardware. Adjust the button so that it will freely enter the hole in the rev. shifter lever (with bushing on button).

Install lock clip and hex nut. **DO NOT BEND LOCK TABS.**

Install and adjust the 1-2 and the 3-4 arm/rod assemblies on control shafts and adjust buttons to fit freely into proper shifter levers. Install lock clips and hex nuts — **DO NOT BEND LOCK TABS.**

Remove Neutral alignment rod (Pt. 1725) from shifter and test shifter through shift pattern with the reverse loc-out handle in its "DOWN" position.

Stick should move freely from side to side at neutral (between 1-2 and 3-4 shifting paths).

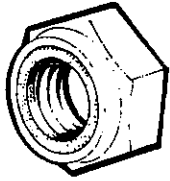
If stick **CANNOT** be moved freely between 1-2 to 3-4 or reverse path, one or more of the rod button adjustments must be corrected. Move stick forward to 3rd, then back to 4th, then into neutral. Insert neutral alignment rod. If rod **CANNOT** be inserted freely, the 3-4 rod/button is incorrectly adjusted.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

To check reverse button adjustment, place stick at NEUTRAL. Reinsert neutral alignment pin into shifter. Disconnect reverse button from the reverse lever of shifter. Grasp rod and push toward front of car. Reverse arm is disengaged when at forward end of its travel (forward end of shifter connection). Adjust the rod button to fit freely into hole in shifter lever with bushing. Reassemble connection according to directions under **SECURING CONNECTIONS** on this sheet. Remove neutral alignment pin, push stick into REVERSE position and recheck shifting pattern.

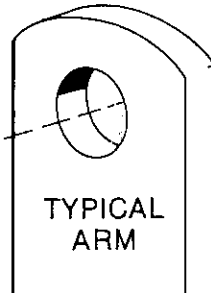
After shifter alignment is completed, secure connections. Tighten lock nuts to eliminate side play in connection. Connection must swivel freely after nuts are tightened. Flats of nut should mate with tabs of lock clip.

TYPICAL ARM/ROD CONNECTION

3/8-24
SELF-LOCKING
HEX NUT
PT. 179 0037

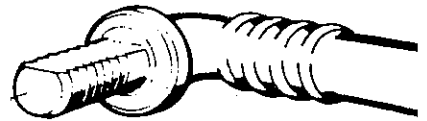
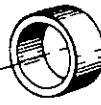


LOCK CLIP
PT. 127 0009



TYPICAL
ARM

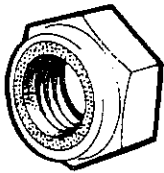
BUSHING
PT. 118 0023



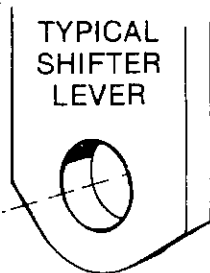
TYPICAL
THREADED
ROD END
FLAT ENGAGES
LOCK-CLIP

TYPICAL BUTTON TO SHIFTER LEVER CONNECTION

3/8-24
SELF-LOCKING
HEX NUT
PT. 179 0037

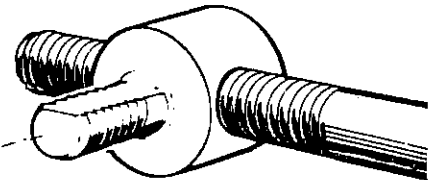
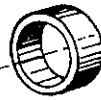


LOCK CLIP
PT. 127 0009



TYPICAL
SHIFTER
LEVER

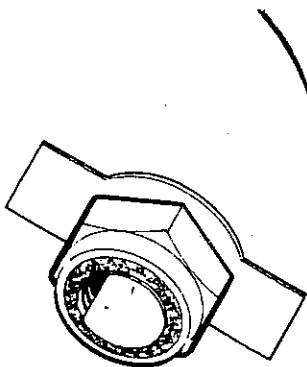
BUSHING
PT. 118 0023



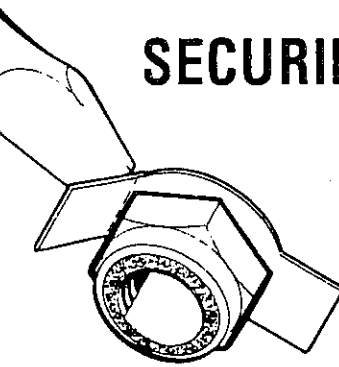
THREADED
BUTTON
PT. 119 0002
FLAT ENGAGES
LOCK CLIP

**DO NOT FASTEN LOCK CLIP TABS
ON BUTTONS UNTIL SHIFTER
ALIGNMENT HAS BEEN PROVEN.**

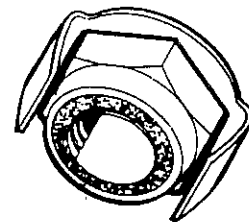
SECURING CONNECTIONS



Secure connections. Tighten lock nuts to eliminate side-play in connection. All connections must be free to swivel after nuts are tightened. Flats of nut should mate with tabs of lock clip.



Use screwdriver blade to bend tabs of lock clip over firmly against flats of self-locking hex nut.



Tabs in position against flats of hex nut.

IMPORTANT SAFETY NOTICE

Proper installation service and repair is important to the safe, reliable operation of all motor vehicles. The procedures recommended by Hurst and described in these Instructions are effective methods for performing installation operations in the safest manner possible. Some of these operations require the use of commercially available tools designed for the purpose.

It is also important to understand that these warnings are not exhaustive. Hurst could not possibly evaluate the consumer trade of all conceivable ways in which the installation might be done or all of the possible hazardous consequences of each way. Consequently Hurst has not undertaken such a broad evaluation. Accordingly, anyone who uses an installation procedure or tool which is not recommended by Hurst must first satisfy himself thoroughly that neither his safety nor the vehicle's safety will be jeopardized by the service method he selects.

You may during the course of this installation, find it necessary to elevate the vehicle. Once the vehicle has been raised to a point to give you sufficient access to the undercarriage, the vehicle should be held in this position using an approved jack stand of adequate capacity. Under no circumstances, should you make use of the bumper jack as a holding device.

Safety glasses, protective clothing and gloves should be worn during certain phases of the installation; particularly when cutting the sheet metal and working in areas where sharp edges exist.

