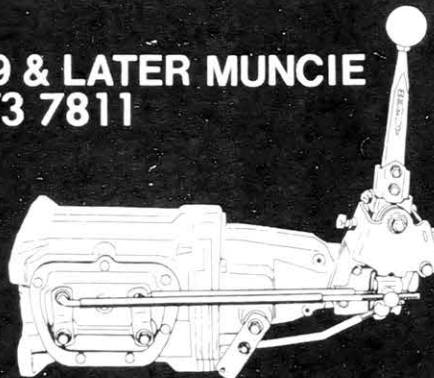


**PRE '69 MUNCIE
373 7812**



**'69 & LATER MUNCIE
373 7811**



**BORG-WARNER T-10
373 7810**



**BORG-WARNER T-10
'74 & LATER ONLY
373 7812**



HURST SUPER/SHIFTER™

CHECK THE PART NUMBERS STAMPED
ON ALL PARTS RECEIVED WITH KIT WITH
THE PART NUMBERS SPECIFIED

1. Install mounting plate on tailshaft. Tighten the three bolts equally. Install shifter. Tighten mounting bolts.
2. Assemble hooked ends of rods with grms using steel bushings and spring clips as shown. Refer to exploded assembly view for proper parts combinations. Spin rod adjusting buttons onto threaded ends of rods. Spin them on to about the middle of the thread length.
3. Install arm-rod button assemblies onto transmission shafts. Refer to Assembly View for proper parts combination. Fasten arms onto shafts with stock hardware.

4. Insert steel bushings into holes in levers—refer to Assembly View. Align levers with shifter frame and insert neutral alignment rod (Pt. 1725) through notches in frame and holes in levers.

5. 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 (dis-engaged position).

6. Adjust position of button on each rod to permit easy slip-in fit of button into steel bushings in proper lever. TRANSMISSION ARMS MUST REMAIN IN NEUTRAL POSITIONS WHILE ALIGNMENT IS ACCOMPLISHED. 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). An increased pull toward the operator should engage the reverse lever. If shifter functions properly, proceed to paragraph 9.

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 forward to 3rd, then back to 4th, then into neutral. Insert neutral alignment rod. If rod CANNOT be inserted freely, the 3-4 button is incorrectly adjusted. Similar testing of 1-2 shift will prove alignment of 1-2 rod adjustment.

8. To check reverse rod button adjustment, place stick at neutral. Disconnect reverse rod adjusting button from reverse lever. Grasp rod and push toward front of car. (Reverse arm is dis-engaged when at end of forward travel.) Adjust rod button for easy slip-in fit in bushing. Re-assemble and fasten with spring clip.

9. 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.

10. A hole is provided in the reverse lever of the Borg Warner and the pre '69 Muncie kits—connect the back-up light switch link (stock switch) to this hole.

The Hurst Super Shifter now has a built-in reverse lock-out as an added safety feature. The normal four-speed pattern has been retained with one exception. Stick must be pushed straight down while in neutral position to permit engagement of the reverse gear.

ATTEN

Due to variations in auto make the transmission rods supplied require slight bending to fit. Protect the threads. BEND RODS COLD!

CONTENT

1. MOUNTING PLATE
2. 3/8" - 16 x 1 HEX HEAD CA
3. 3/8" SPLIT LOCKWASHER
4. SHIFTER ASSEMBLY
5. STICK
6. STIFFENER PLATE
7. 3/8" - 24 x 1 1/4 HEX HEAD C
8. 7/16" - 14 x 3/4 HEX HEAD
9. 7/16" SPLIT LOCKWASHER
10. 7/16" FLATWASHER
11. 3/8" - 16 x 3 HEX HEAD CA
12. 3/8" INTERNAL TOOTH L
13. ARM - 1st/2nd
Borg Warner T-10
Pre '69 Muncie
'69 & later Muncie
14. ROD - 1st/2nd
15. STEEL BUSHING
16. SPRING CLIP
17. ARM - 3rd/4th
Borg Warner T-10
Pre '69 Muncie
'69 & later Muncie
18. ROD - 3rd/4th
19. ARM - REVERSE
Borg W T-10 (up to '74)
Borg-W T-10 ('74 & L
Pre '69 Muncie
'69 & later Muncie
20. ROD - REVERSE
21. ROD ADJUSTING BUTTON
22. NEUTRAL ALIGNMENT ROD

BAGGED HARDWARE

BORG-W '74 & L



COMPETITION/PLUS[®]

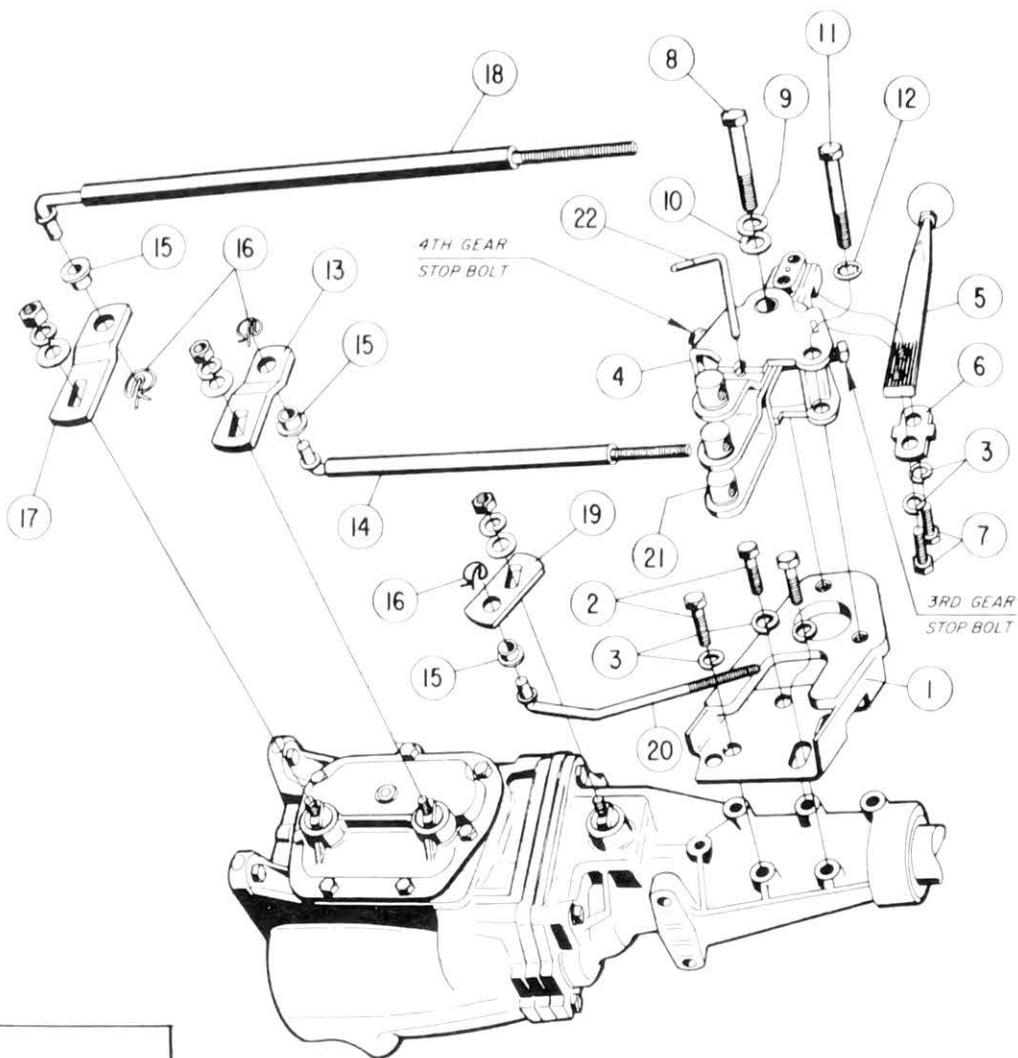
U.S. PATENT NO. 3,216,274 & NO. 3,306,126

ATTENTION

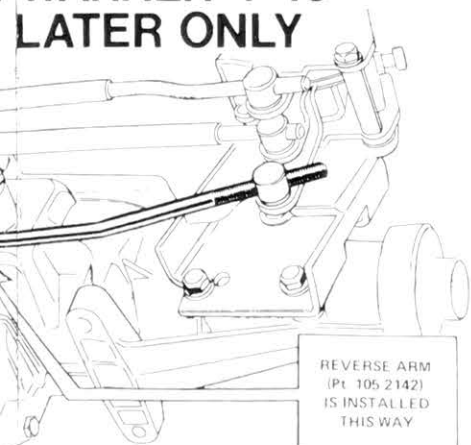
Due to manufacturing tolerances, parts supplied with this kit may require you to clear obstructions, etc. Do not bend rods while bending. DO NOT APPLY HEAT!

CONTENTS OF KIT

FLAT HEAD CAP SCREW		Pt. 195 0037	(3)
FLAT HEAD SCREW		Pt. 391 7535	(5)
FLAT HEAD SCREW	(nine inch)	Pt. 238 7238	
FLAT HEAD SCREW	(twelve inch)	Pt. 238 7236	
FLAT HEAD CAP SCREW		Pt. 195 5271	(2)
FLAT HEAD CAP SCREW			
FLAT HEAD LOCKWASHER			
ROD	373 7810	Pt. 105 2140	
ROD	373 7812	Pt. 105 2440	
ROD	373 7811	Pt. 105 7058	
ROD		Pt. 213 7817	
ROD		Pt. 118 3311 (6)	
ROD		Pt. 127 2412 (6)	
ROD	373 7810	Pt. 105 2141	
ROD	373 7812	Pt. 105 2441	
ROD	373 7811	Pt. 105 7060	
ROD		Pt. 213 7805	
ROD (to '73)	373 7810	Pt. 105 1670	
ROD (& Later)	373 7812	Pt. 105 2142	
ROD	373 7812	Pt. 105 2445	
ROD	373 7811	Pt. 105 7075	
ROD	373 7810	Pt. 213 1699	
ROD (373 7812 & 373 7811)		Pt. 213 7819	
ROD (TOD)		Pt. 119 3783 (3)	
ROD (TOD)		Pt. 148 1725	
RODWARE		Pt. 154 7813	



WARNER T-10 LATER ONLY



WARNING

THIS TRANSMISSION DOES NOT HAVE AN INTER-LOCK TO PREVENT ENGAGEMENT OF THE REVERSE GEAR WHEN ANY OF THE FORWARD GEARS ARE ENGAGED. SEVERE DAMAGE TO THE TRANSMISSION WILL RESULT IF THIS SHOULD OCCUR. DOUBLE CHECK THE LINKAGE BEFORE STARTING THE ENGINE OR MOVING THE CAR. INSERT NEUTRAL ALIGNMENT ROD (Pt. 1725) THROUGH LEVERS AND CHECK POSITIONS OF TRANSMISSION SHIFTING ARMS 1, 2 AND 3-4. TRANSMISSION CONTROL ARMS MUST BE AT NEUTRAL POSITIONS OF TRIP TRAVEL. REVERSE GEAR CONTROL ARM MUST BE AT FORWARD END OF ITS TRAVEL (DIS-ENGAGED).

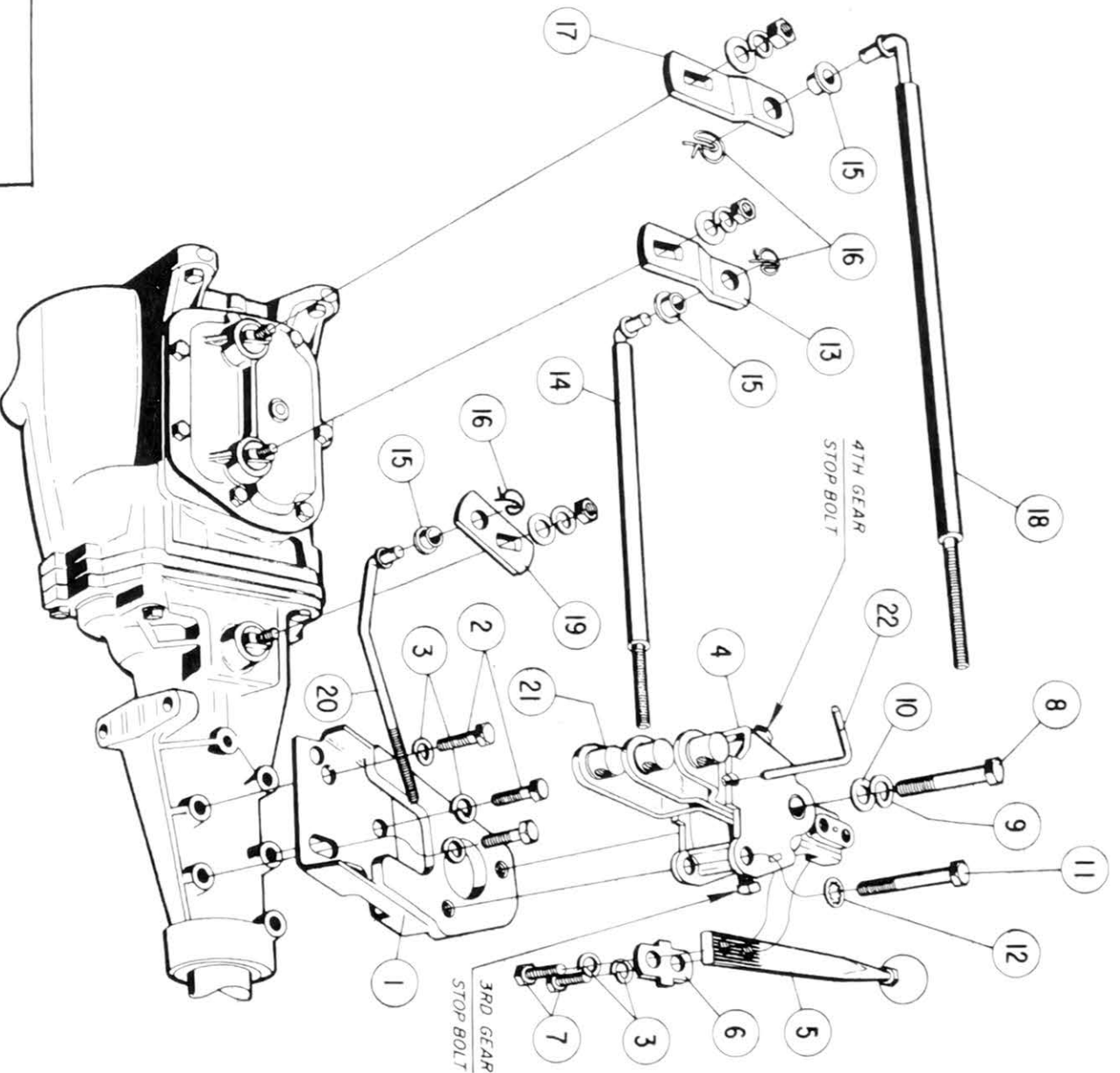
411 7800 411 7801 411 7802 411 7970 411 7971 411 7972

ATTENTION

Due to variations in auto manufacturing tolerances, the transmission rods supplied with this kit may require slight bending to clear obstructions, etc. Protect the inlets while bending.
BEND RODS GENTLY. DO NOT APPLY HEAT!

CONTENTS OF KIT

1. MOUNTING PLATE			
2. 3/8" - 16 x 1 HEX HEAD CAP SCREW	Pt. 195 0037	(3)	
3. 3/8" SPLIT LOCKWASHER	Pt. 391 7535	(5)	
4. SHIFTER ASSEMBLY	Pt. 238 7238		
5. STICK	Pt. 238 7236		
	Pt. 195 5271	(2)	
6. STIFFENER PLATE			
7. 3/8" - 24 x 1 1/2 HEX HEAD CAP SCREW			
8. 7/16" - 14 x 3/8 HEX HEAD CAP SCREW			
9. 7/16" SPLIT LOCKWASHER			
10. 7/16" FLATWASHER			
11. 3/8" - 16 x 3 HEX HEAD CAP SCREW			
12. 3/8" INTERNAL TOOTH LOCKWASHER			
13. ARM - 1st/2nd	Pt. 105 2140		
	Pt. 105 2440		
	Pt. 105 7058		
14. ROD - 1st/2nd	Pt. 213 7817		
15. STEEL BUSHING	Pt. 118 3311 (6)		
16. SPRING CLIP	Pt. 127 2412 (6)		
17. ARM - 3rd/4th	Pt. 105 2141		
	Pt. 105 2441		
	Pt. 105 7060		
	Pt. 213 7805		
18. ROD - REVERSE	Pt. 105 1670		
	Pt. 105 2142		
	Pt. 105 2445		
	Pt. 105 7075		
19. ARM - REVERSE	Pt. 213 1699		
	Pt. 213 7819		
	Pt. 119 3783 (3)		
20. ROD ADJUSTING BUTTDN	Pt. 148 1725		
21. NEUTRAL ALIGNMENT ROD			
22. BAGGED HARDWARE - Pt. 154 7813			



BORG-WARNER T-10 , 74 & LATER ONLY

WARNING

THIS TRANSMISSION DOES NOT HAVE AN INTER-