

HURST HINDY FOUR SPEED

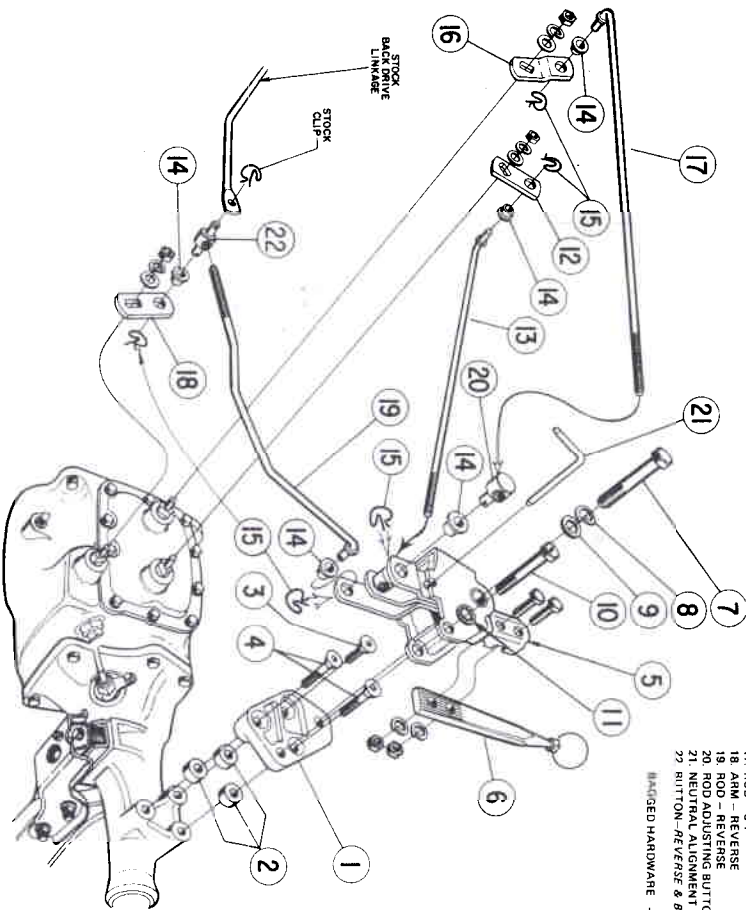
IMPORTANT WARNING

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.

CONTENTS OF KIT

1 MOUNTING PLATE	Pt. 198 2298
2 SPACER	Pt. 278 8038 (3)
3 1/4" FLAT HEAD SOCKET SCREW	Pt. 218 8038 (2)
4 3/8" 18 x 1 3/4" FLAT HEAD SOCKET SCREW	Pt. 218 8038 (2)
5 SHIFTER ASSEMBLY	Pt. 519 9077
6 STICK	Pt. 238 0077
7 7/16" 14 x 3/16" HEX HEAD CAP SCREW	Pt. 215 5648
8 7/16" FLAT WASHER	Pt. 207 3475
9 7/16" FLAT WASHER	Pt. 207 3475
10 3/8" 18 x 3/4" HEX HEAD CAP SCREW	Pt. 215 5650
11 3/8" 18 x 3/4" FLAT WASHER	Pt. 215 5650
12 ARM - 12	Pt. 118 4839
13 ROD - 12	Pt. 213 1588
14 STEEL BUSHING	Pt. 118 3311 (6)
15 SPRING CLIP	Pt. 127 2412 (7)
16 ARM - 34	Pt. 105 3894
17 ROD - 34	Pt. 212 8033
18 ROD - REVERSE	Pt. 213 8032
20 ROD ADJUSTING BUTTON	Pt. 119 3739 (2)
21 NEUTRAL ALIGNMENT ROD	Pt. 119 1725
22 RITTON-REVERSE & BACKDRIVE	Pt. 119 0001

MISSED HARDWARE - Pt. 154 8006



ATTENTION

Due to variations in steel and metal hardness between the transmission units supplied with this kit, they require slight bending to clear obstructions, etc. SEND THIS LETTER TO: HURST PERFORMANCE, INC.

This shifter kit is intended to provide optimum shifter location for most cars equipped with a New Process Power Transmission. Shifter location is dependent on the steering column lock, shifter and linkage due to variations in different vehicles.

1. Install mounting plate on tubular. Use correct bearing orientation of ball bearing. Tighten the three bolts evenly. Install the shifter and tighten all bolts.
2. Assemble arm and rod with bushing and spring clip. Refer to exploded assembly view for proper parts combination. Spin rod adjusting button onto the threaded ends of the rods to about the middle of the travel length.

BACKDRIVE CONNECTION

The shifter kit is designed to be used with a transmission that uses kit fit. Backdrive linkage should be moved to its forward position. Steering column lock engaged while adjusting backdrive linkage. Backdrive linkage should be adjusted as far as it will turn, (this is the reverse position of the control shaft). Adjust the backdrive linkage to permit easy slip on fit of the Hurst arm with the stock backdrive clip. Install arm rod button assembly onto transmission shaft. Refer to exploded assembly view for proper parts combination. Fasten arm rod shaft with stock "rod" wire.

3. Insert bushings into holes in lower. Align shifter with 1725) through notches in frame and holes in lower.
4. Rotate transmission arm backward and forward. The shifter should be in the neutral position. (Adjustment 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 both rod to permit easy slip on fit of button into steel bushings in proper level.

Note: The 3-4 rod may strike the top flange of the cross member. If this occurs, adjust the 3-4 rod to eliminate such interference.

TRANSMISSION GEAR MUST REMAIN IN NEUTRAL POSITION WHILE THE SHIFTER IS IN NEUTRAL POSITION. Fasten buttons in seats with spring clip.

6. Remove neutral alignment rod. Test shifter. Stick shifter into gear. (Adjustment of full travel. Spin stick straight down and pull toward operator to engage reverse gear. If shifter function properly, proceed to par. 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 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.

7. To check reverse rod button adjustment, place stick in neutral. Disconnect reverse rod adjusting button from reverse gear, also disconnect backdrive linkage. (Clamp gear end of end of forward travel.) Adjust rod position for easy slip on fit in bushing. Reassemble and test with spring clip. Reconnect backdrive linkage.

NOTE

After installation has been completed, test operation of SAFETY STEERING COLUMN LOCK. Move shifter stick to REVERSE and remove option key. Steering column lock should engage. If the steering column lock does not engage, in all gears to be sure that steering column lock is in REVERSE only. If backdrive linkage fails to lock column or it prevents shifter from engaging REVERSE, repeat testing.

NOTE

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