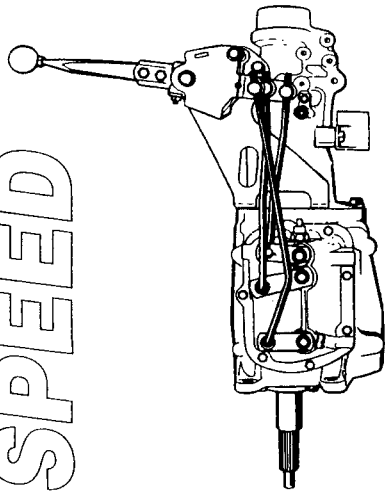
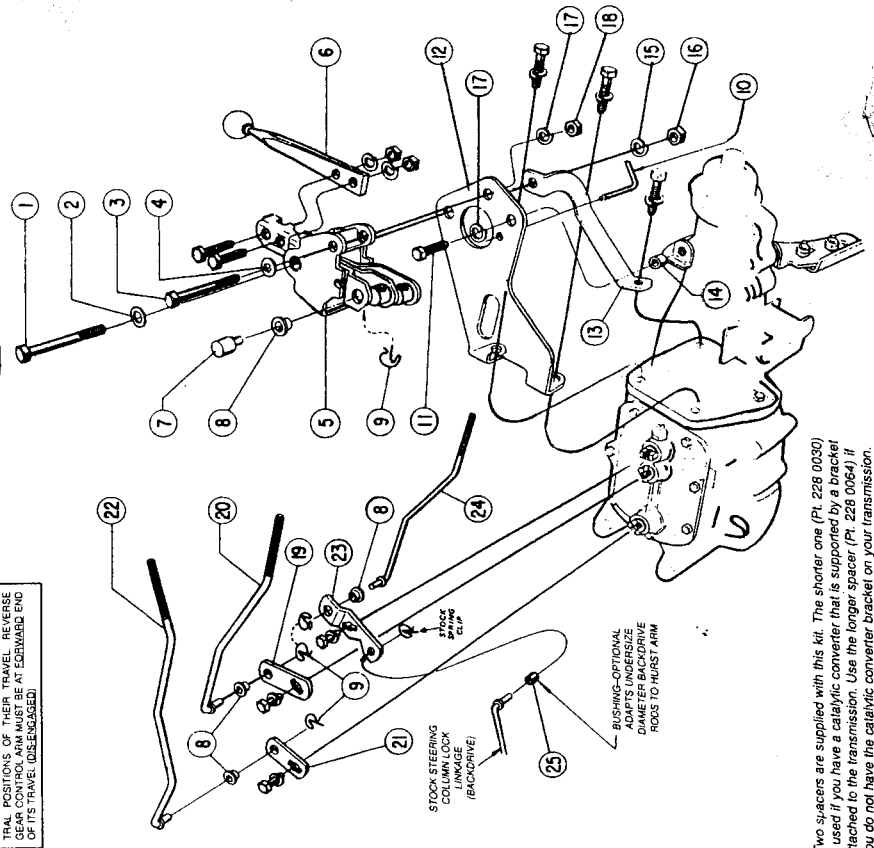


## 503 0033



### WARNING

THIS TRANSMISSION DOES NOT HAVE AN INTER-LOCK SYSTEM TO PREVENT THE FORWARD REVERSE GEAR WHEN ANY OF THE FORWARD GEARS ARE ENGAGED. SEVERE DAMAGE TO THE TRANSMISSION WILL RESULT IF THIS SHOULD OCCUR. ALWAYS BE SURE THE CAR IS IN NEUTRAL STARTING THE ENGINE OR MOVING THE CAR. ALWAYS BE SURE THE SHIFTER IS IN NEUTRAL THROUGH LEVERS AND CHECK POSITIONS OF SHIFTER LEVERS. SHIFTER LEVERS AND TRANSMISSION CONTROL ARMS MUST BE AT NEUTRAL POSITIONS OF THEIR TRAVEL. REVERSE GEAR CONTROL ARM MUST BE AT EDWARD END OF ITS TRAVEL (DIS-ENGAGED).



\*Two spacers are supplied with this kit. The shorter one (Pt. 228 0030) is used if you have a catalytic converter that is supported by a bracket attached to the transmission. Use the longer spacer (Pt. 228 0064) if you do not have the catalytic converter bracket on your transmission.

### 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.

### ATTENTION

Due to variations in auto manufacturing tolerances, the shifter may require slight bending to clear obstructions as shown. Protect the threads while bending.  
BEND RODS COLU. - DO NOT LABEL HEAT!

### CONTENTS OF KIT

- 7/16"-20 X 3-1/4 HEX HEAD CAP SCREW
- 7/16" FLATWASHER
- 3/8"-24 X 3 HEX HEAD CAP SCREW
- 3/8" FLATWASHER
- SHIFTER ASSEMBLY
- STICK ADJUSTING BUTTON
- BUSHING
- SPRING CLIP
- NEUTRAL ALIGNMENT PIN
- 3/8"-16 X 1-1/4 HEX HEAD CAP SCREW
- MOUNTING BRACKET
- STIFFENER BRACE
- SPACER
- 7/16" SPLIT LOCKWASHER
- 17/32"-20 HEX NUT
- 3/8"-24 SPLIT LOCKWASHER
- ARM 1-2
- ARM 1-2
- ARM 3-4
- ARM REVERSE
- ROD REVERSE
- BUSHING - adapt for undersize backdrive rod

BAGGED HARDWARE - Pt. 154 0116

- This shifter kit is intended to provide optimum shifter location for most cars equipped with a Saginaw transmission. 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.
- Remove stock shifter linkage but retain steering column lock linkage if your car is so equipped. Refer to last paragraph of these instructions for adjustment of steering column lock linkage.
- The crossmember may have to be removed to gain access to the area in floor tunnel where shifter is to be installed.

### CAUTION

- Install safe support under transmission. The crossmember supports the weight of the engine and transmission. Remove the two upper and one lower (left side) lag bolts to transmission stock bolts if your car has catalytic converters. Remove the bolt that fastens the converter support bracket to the tailshaft housing on the driver's side.
- Remove stick from Hurst shifter. Assemble the shifter and mounting bracket together with the two mounting bolts. **DO NOT** attach lockwasher and hex nut to the 7/16" bolt (upper bolt).
- Attach the stiffener brace with the top, right-hand stock bolt that fastens the tailshaft to the transmission - **DO NOT TIGHTEN**. Raise the shifter and bracket assembly up between the transmission and tunnel to its mounting position. Insert the stock bolts through holes in the bracket to the matching holes in the tailshaft housing - but do not tighten these bolts all the way. Push the top shifter mounting bolt (7/16") through the hole in the end of the stiffener brace and fasten it with the lockwasher and hex nut.

### CARS EQUIPPED WITH CATALYTIC CONVERTER

Insert the short spacer (Pt. 228 0030) in between the shifter bracket and the stock catalytic converter support bracket over the hole that the stock 3/8" x 1 bolt was removed from in paragraph 3. Install the 3/8"-16 x 1-1/4" bolt (item 11 on the parts list). Tighten all bolts after all have been started!

- Insert neutral alignment pin (Pt. 148 1725) through the bracket (see Figure 1). Note - Neutral alignment pin is inserted from **BEHIND** bracket!

- Assemble arms with their respective rods (see exploded assembly drawing) using bushings and fasten with spring clips. Spin rod adjusting buttons onto rods.

- Attach arm/rod assemblies to correct transmission shafts (refer to exploded assembly drawing). Fasten arms to shafts with stock hardware.

- 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). Adjust positions of button each rod to permit easy slip-in fit of button into nylon bushing in proper lever. **TRANSMISSION ARMS MUST REMAIN IN NEUTRAL POSITIONS WHILE ALIGNMENT IS ACCOMPLISHED**. Fasten buttons in levers with spring clips.

Remove neutral alignment rod. Test shifter. Stick should move freely from side to side at neutral (between 1-2 and 3-4 shifting points). An increased pull toward the operator should engage the reverse lever. If shifter functions properly, proceed to next paragraph.

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 into neutral. Insert neutral alignment rod if rod **CANNOT** be moved freely. The 3-4 rod button is incorrectly adjusted. Similar testing of 1-2 shifts will prove alignment of 1-2 rod adjustment.

To check reverse rod button adjustment, place stick at neutral. Disconnect reverse rod adjusting button from lever. 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. Re-assemble and fasten with spring clip.

**NOTE** - After installation has been completed. Test operation of SAFETY STEERING COLUMN LOCK. Move shifter stick to REVERSE and remove ignition key. Steerer column should lock in REVERSE ONLY. Test operation of lock in all gears to be sure that steering column locks in REVERSE ONLY. If shifter fails to lock column or if it prevents shifter from engaging REVERSE, adjust backdrive linkage as necessary to correct and repeat testing.