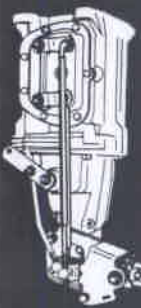
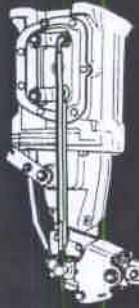


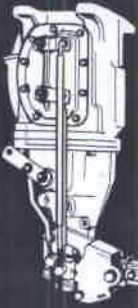
PRE '69 MUNCIE



'69 & LATER MUNCIE



BORG-WARNER T-10



BORG-WARNER T-10
'74 & LATER ONLY



HURST MINDY FOUR SPEED

This shifter kit is intended to provide optimum shifter location for most applications. The shifter column should be positioned in the front wheel area may have to be cut away to gain clearance for the shifter and linkage due to variations in different vehicles.

1. Install mounting plate on vehicle. Tighten the three bolts evenly. Install the shifter and tighten the remaining bolts.

2. Assemble arm and rods with bushings and spring clip. Refer to exploded assembly view for proper parts combination. Spin rod the middle of the spring the threaded end of the rod to about BACKDRIVE CONNECTION.

The backdrive linkage varies between the different car models that these kits fit. Backdrive linkage should be moved on in rearward position (steering column lock engaged) while adjustment and connection is being made. Place the Hurst reverse arm on the reverse control shaft and orient it COUNTERCLOCKWISE at the reverse position. All rods should be inserted into the holes in the reverse arm. NOTE: Some of the early backdrive linkage rods have a small diameter end. Use the bushing (pt. 118-00022) to adapt these backdrive rods to the hole in the arm. Fasten the install arm-rod button assembly onto transmission shaft. Refer to exploded assembly view for proper parts combination. Fasten arm onto shaft with lock hardware.

Installation of arms that have late design Muncie slots on early Muncie cars: '74 and later Muncie cars require a reverse arm with a slot on the left side. The reverse arm must be moved to the end of its travel toward the front before installing on shaft.

REVERSE ARM Pt. 105-7075 ONLY

3. Place adapter in arm slot. Clamp arm down securely on flat surface. Use 1/4" nut file to file ends of adapter flush to base of arm/rod extending arm on transmission control panel. Insert bushings into holes in arm. Align teeth with shifter frame and insert neutral alignment rod (pt. 148-1725) through notches in frame and holes in teeth.

4. Rotate transmission arm, 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).

5. Adjust position of button on each rod to permit easy slip-in fit of button into steel bushings in proper lever.

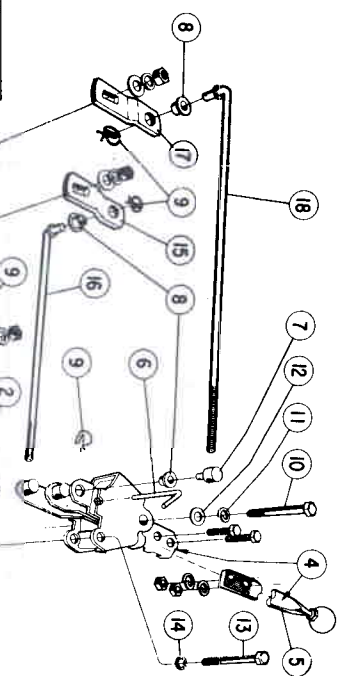
6. Remove neutral alignment rod. Test shifter. Stick should move freely from side to side at neutral (between 12 and 3-4 shifting points). Pull stick toward operator and push forward for reverse. If shifter functions properly, proceed to the next paragraph (7).

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

8. To check reverse rod/bushings adjustment, place stick at neutral. Disconnect reverse rod adjusting button from reverse lever, also disconnect backdrive linkage. Grasp rod and push toward front (disengaged position), disengage worm at end of forward travel. Adjust rod/bushings until rod/bushings mesh. Reconnect backdrive linkage and test with spring clip. Reconnect backdrive linkage.

9. After installation has been completed, test operation of SAFETY and reverse option key. Steering column should lock in REVERSE ONLY. Test operation of lock-all gears to be sure that steering column locks in REVERSE only. If backdrive linkage does not lock column or if it prevents shifter from engaging REVERSE, test backdrive linkage as necessary to correct and repeat testing.

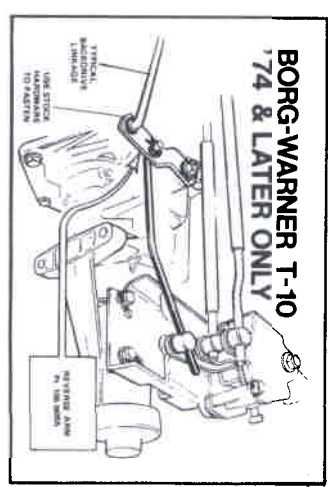
10. After installation has been completed, test operation of SAFETY and reverse option key. Steering column should lock in REVERSE ONLY. Test operation of lock-all gears to be sure that steering column locks in REVERSE only. If backdrive linkage does not lock column or if it prevents shifter from engaging REVERSE, test backdrive linkage as necessary to correct and repeat testing.



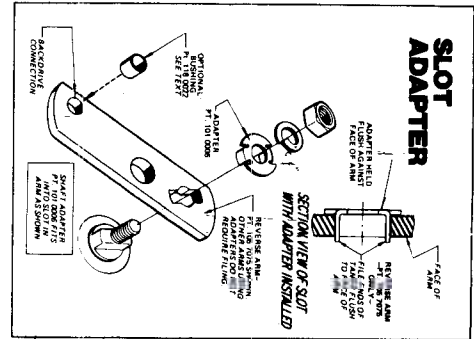
PRE '69 MUNCIE & ALL BORG-WARNER SHAFTS IDENTIFICATION SHEET

CONTENTS OF KIT

COMMON PARTS	QUANTITY	DESCRIPTION
1. MOUNTING PLATE	Pt. 195-0027	1
2. 3/8" - 16 x 1/2" HEX HEAD CAP SCREW	Pt. 213-5427	1
3. 3/8" - 16 x 1/2" HEX HEAD CAP SCREW	Pt. 213-5427	1
4. SHIFTER ASSEMBLY	Pt. 201-0004	1
5. SHIFTER	Pt. 201-0007	1
6. NEUTRAL ALIGNMENT PIN	Pt. 148-1725	1
7. ROD ADJUSTING BUTTON	Pt. 118-2782	1
8. SPRING CLIP	Pt. 118-2271	1
9. 3/8" - 16 x 1/2" HEX HEAD CAP SCREW	Pt. 213-5427	1
10. 3/8" - 16 x 1/2" HEX HEAD CAP SCREW	Pt. 213-5427	1
11. 7/16" - 14 x 3/4" HEX HEAD CAP SCREW	Pt. 213-5427	1
12. 3/8" - 16 x 3/4" HEX HEAD CAP SCREW	Pt. 213-5427	1
13. 3/8" - 16 x 3/4" HEX HEAD CAP SCREW	Pt. 213-5427	1
14. 3/8" - 16 x 3/4" HEX HEAD CAP SCREW	Pt. 213-5427	1
15. ARM SETZING	Pt. 201-3533	1
16. ROD	Pt. 118-2782	1
17. ARM	Pt. 105-7068	1
18. ROD	Pt. 105-7068	1
19. ARM	Pt. 105-7068	1
20. ROD	Pt. 105-7068	1
21. ADAPTER	Pt. 101-0006	1
22. BUSHING	Pt. 118-0022	1



BORG-WARNER T-10 '74 & LATER ONLY



IMPORTANT WARNING
SAFETY STEERING COLUMN LOCK
When this shifter is installed in a car that has a steering column lock, the operation of lock mechanism MUST be maintained. Initial factory linkage as directed by this instate

WARNING
ATTENTION

503 0030