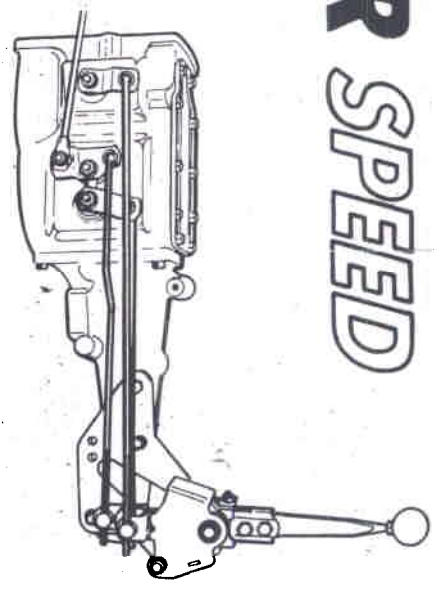


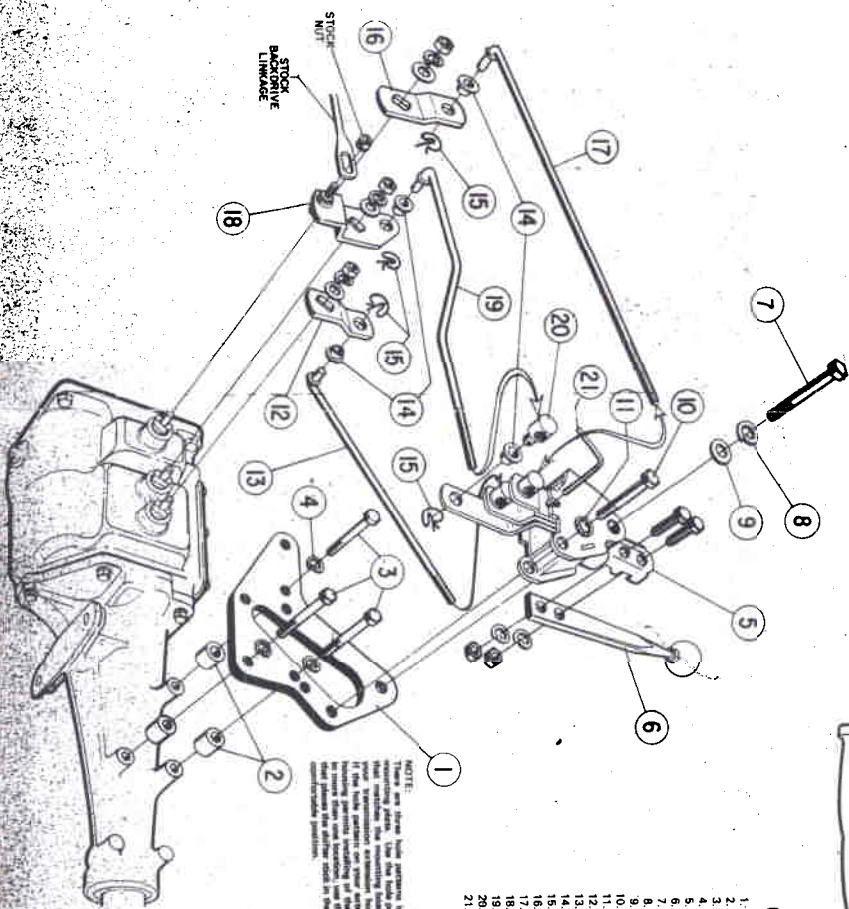
# HURST INDIY FOUR SPEED

**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.



## CONTENTS OF KIT

- 1. MOUNTING PLATE P. 196 8382
  - 2. SPACER P. 228 0023
  - 3. 5/16"-18 x 2 1/2 HEX HEAD CAP SCREW P. 8700008
  - 4. 5/16" SPLIT LOCKWASHER P. 8700008
  - 5. SHIFTER ASSEMBLY P. 503 0024
  - 6. STICK P. 238 0072
  - 7. 7/16"-14 x 3 1/4 HEX HEAD CAP SCREW P. 8700004
  - 8. 7/16" SPLIT WASHER P. 8700004
  - 9. 3/8"-16 x 3 HEX HEAD CAP SCREW P. 8600081
  - 10. 3/8"-16 x 3 HEX HEAD CAP SCREW P. 267 3533
  - 11. 3/8" INTERNAL TOOTH LOCKWASHER P. 105 8383
  - 12. ARM 1-2 P. 213 9377
  - 13. ROD 1-2 P. 213 9377
  - 14. BUSHING P. 213 9377
  - 15. SPRING CLIP P. 8700015
  - 17. ROD 3-4 P. 105 8378
  - 18. ARM -REVERSE P. 213 9378
  - 19. ROD -REVERSE P. 213 9378
  - 20. ROD ADJUSTING BUTTON P. 213 9378
  - 21. NEUTRAL ALIGNMENT ROD P. 148 1725
- BAGGED HANDWARE - P. 154 8374



**NOTE:**  
 These items have reference to the mounting plate. Use the hole locations as a guide. The hole locations are shown in the diagram. The hole locations are shown in the diagram. The hole locations are shown in the diagram. The hole locations are shown in the diagram.

**ATTENTION**  
 The installation of this shifter assembly is a complex task. It is recommended that you consult the installation manual for complete instructions. The installation manual is available for purchase from Hurst Performance Products, P.O. Box 1000, Fort Worth, Texas 76101. (817) 342-1000.

This shifter kit is intended to provide optimum shifter location for most cars equipped with a Overbore four speed transmission. Some clearance 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.

1. Install mounting plate on vehicle. Three of the mounting screws on your transmission extension housing will match three of the holes in the mounting plate. If more than one possibility of mounting positions exists, select the one that suits you. Fasten plate with the three spacers placed between the plate and the boxes on each 5/16" bolt.
2. Install shifter onto mounting plate. Tighten mounting bolts.
3. Assemble arms with their respective rods using steel bushings and spring clips. Thread rod adjusting buttons onto rod to about the middle of the thread length.
4. Install arm/rod/button assemblies on the transmission shafts beginning with the 1-2 linkage. Rotate the transmission shafts to locate Neutral (mid-position stop between extreme forward stop and extreme rearward stop). \* Fasten arms with stock hardware. \* Reverse Arm Only — Neutral position of arm is ALL THE WAY FORWARD.
5. Insert steel bushings in the holes in the shifter levers. Adjust all levers to Neutral position (middle of travel). Insert Neutral alignment rod through notches in frame and holes in levers.

6. Adjust each rod adjusting button to permit an easy slip-in fit into the proper steel bushing. TRANSMISSION ARMS MUST REMAIN IN NEUTRAL POSITION WHILE ADJUSTING BUTTONS. Fasten buttons in levers with spring clips.
7. Remove neutral alignment rod (P. 148 1725). Test operation of shifter. Shift stick freely from side to side or neutral (between 1-2 and 3-4 shifting buttons). Place the stick in the shifter functions properly, proceed to last paragraph of these instructions that is titled "BACKDRIVE CONNECTION".

If the stick CANNOT be moved freely between 1-2 to 3-4 or Reverse path, one or more of the rod adjusting buttons must be turned to make a correction. Move the stick forward to 3rd, then back to 4th, then to Neutral. Insert Neutral alignment rod. If rod CANNOT be inserted freely, the 3-4 rod adjusting button is incorrectly adjusted. Similar testing of 1-2 shift will prove alignment of 1-2 rod adjustment.

To check Reverse rod button adjustment, place stick of Neutral. Disconnect Reverse rod adjusting button from Reverse lever. Grasp rod end push toward front of car. (Reverse arm disengages Reverse gear when at forward end of travel.) Install Neutral alignment rod. Adjust rod adjusting button for easy slip-in fit in bushing. Reassemble button in lever and fasten with spring clips.

### BACKDRIVE CONNECTION

Connect the stock backdrive linkage to start on Hurst Reverse arm. Fasten with stock pin. Test operation of SAFETY STEERING COLUMN LOCK. Make certain you do Reverse and advance ignition key. Shifting will only take place in Reverse only. If backdrive linkage will not work, consult or if possible, please call for original reverse adjust. Check linkage assembly to correct and repeat testing.

503 0031