



STREET ROD SHIFTER REAR MOUNT

FITS GM TH250/350/400 TRANSMISSIONS

Catalog # 383 5680

Installation Instructions

Congratulations on the purchase of this quality crafted Street Rod Shifter designed and built by Hurst - "America's Number One Shifter".

NOTE: A 4" diameter hole is required in the floorboard if lower pivot shaft of shifter is even with or above floor. If shaft is below floorboard a 3 1/4" diameter hole will be sufficient.

1. Remove top two tailhousing extension bolts from transmission. Attach mounting bracket to transmission using new 3/8"-16 hex head bolts and 3/8" flatwashers supplied. For TH250/350 transmissions, use the 1 3/4" length bolts in the outer holes of the mounting bracket (Fig. #1). For TH400 transmissions, use the 1 1/2" length bolts in the inner holes of the mounting bracket. The shifter mounting pad faces forward on both applications. Torque bolts to 25-30 ft. lbs.
2. Use mounting bracket as a guide to determine correct location for cutting hole in floorboard as noted above.
3. Attach gear shifter arm to left side of shifter with bend away from shifter (Fig. #2) using 1/4"-20 x 1/2" flange head self-locking bolt and 1/4" flatwasher supplied. Use small amount of loctite (supplied) on bolt threads and tighten securely.

NOTE: Shifter assembly contains a neutral/park start safety switch that is non-adjustable and when properly connected into starter system wiring, will only allow engine to start in neutral or park position. It may be easier at this time to connect wire leads to switch before mounting shifter assembly to bracket. **CAUTION: BE SURE THAT ENGINE WILL START ONLY WHEN SHIFTER IS IN NEUTRAL OR PARK POSITION.**

4. Position shifter over correct hole pattern on mounting bracket (Fig. #1). Forward pattern holes for TH400 and rear holes for TH250/350. Fasten shifter to mounting pad using three 1/4"-20 x 1/2" flange head self-locking bolts supplied. Apply a small amount of loctite onto threads and tighten bolts securely.

NOTE: It will be easier to thread and tighten the left rear bolt if you loosen and back out the lower rear lock plate socket head bolt. (Fig. #1) Be sure to retighten this bolt afterwards.

5. Remove stock trans arm from transmission and replace with new arm supplied, making sure arm bends toward transmission case (Fig. #3). Use new 3/8"-16 flanged locknut supplied and torque to 20 ft. lbs.
6. Place transmission selector arm and shifter in neutral position (Fig. #4). Using either the short rod for the TH250/350 transmission or the long rod for TH400 transmissions, thread one 1/4"-28 jam nut and ball rod end onto each end of linkage rod. Attach one end of linkage rod assembly to selector arm on transmission using 1/4"-28 x 1" socket head bolt, 1/4" flat washer and 1/4"-28 flanged locknut supplied (Fig. #3). Make sure that selector pin on shifter is forward against neutral stop (see shift pattern illustration Fig. #4A), adjust linkage rod as necessary to align hole in gear shifter arm with ball rod end. Attach with hardware supplied and check adjustment by shifting through entire pattern. Tighten rod, attaching bolts, nuts and ball rod end jam nuts securely.
7. Check to see if the shifter stick position needs to be adjusted (ie; shift knob too close to dash in park or too close to seat in low). Adjustment is made by loosening lower stick lever mounting bolt and upper selector pin hex, then moving stick to desired position (Fig. #5). After adjustment is made, retighten mounting bolt and selector pin hex securely.

NOTE: Use two open end wrenches when loosening or tightening selector pin hex.

8. After shifter installation is complete, thread shifter knob onto stick lever and tighten jam nut against knob using small spanner wrench supplied.

SHIFTER OPERATION

Your new Hurst Street Rod Shifter maintains a high standard of quality and will give you many years of trouble-free performance when used in accordance to instructions. It is not a competition shifter and is designed for street use only. When changing gear selections, only a gentle pressure is required to move the shifter stick back and forth.

DOWN SHIFTING

- Park to Reverse - Depress shifter stick and pull back to first stop position for reverse.
Reverse to neutral - Pull back to next detent for neutral.
Neutral to drive - Pull straight back to next stop position for drive.
Drive to Drive 2 - Depress shifter stick and pull back to next detent for Drive 2.
Drive 2 to Drive 1 - Depress shifter stick and pull back to stop position for Drive 1.

UP SHIFTING

- Drive 1 to Drive 2 - Push forward to detent for Drive 2.
Drive 2 to Drive - Push forward to next detent for drive.
Drive to neutral - Push straight forward to stop position for neutral.
Neutral to reverse - Depress shifter stick and push forward to detent for reverse.
Reverse to park - Depress shifter stick and push forward to stop position for park.

