



**INSTRUCTION SHEET
STREET ROD SHIFTER — FORWARD MOUNT
CATALOG #383 5690
FITS GM TH250/350/400 TRANSMISSIONS**

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) Assemble one dowel locator to inside of each side mount transmission bracket using 5/16"-18 x 5/16" sockethead capscrew supplied (Figure #1). Note: Use upper hole for TH350 transmission and lower hole for TH400 transmission.

- 2) Position side brackets on transmission case placing bracket with holes for optional hand brake mount on the right (passenger side) and making sure that dowels are located in bosses on either side of transmission (Figure #1).

Note: If dowels fit tightly into the trans case, gently tap them into the bosses using a mallet.

- 3) Place shifter mounting pad (pointed end forward) on top of transmission between side brackets and use two 1/4"-28 x 2 3/4" bolts and flanged locknuts (supplied) to hold assembly together. Tighten bolts securely. When properly attached, this 3 piece bracket assembly should be secure and not move in any direction.

- 4) Attach gear shifter arm to left side of shifter with bend away from shifter (Figure #2) using 1/4"-20 x 1/2" flange head self-locking bolt and 1/4" flatwasher supplied. Use a 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.

- 5) Position shifter over rear pattern holes on mounting pad bracket (Figure #1). 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. Be sure to retighten this bolt afterwards.

- 6) Remove stock trans arm from transmission and replace with new arm supplied, making sure arm bends in toward transmission case (Figure #3). Use new 3/8"-16 flanged locknut supplied and torque to 20 ft./lbs.

- 7) Place transmission selector arm and shifter in neutral position (Figure #4). Thread one 1/4"-28 jam nut and ball rod end onto each end of short 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 (Figure #3). Make sure that selector pin on shifter is forward against neutral stop (see shift pattern illustration Figure #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 linkage rod, attaching bolts, nuts and ball rod end jam nuts securely.

- 8) Check to see if 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 lever to desired position (Figure #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.

- 9) Thread shifter knob onto stick and tighten chrome plated jam nut using a 1/2" open end wrench.

An optional black simulated leather vinyl boot with polished stainless steel trim plate is available to fit your shifter which will give your installation a clean, rich, finished look. Order catalog #114 5671 from your local Hurst Dealer.

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 — then release.

Reverse to neutral- Pull straight 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.

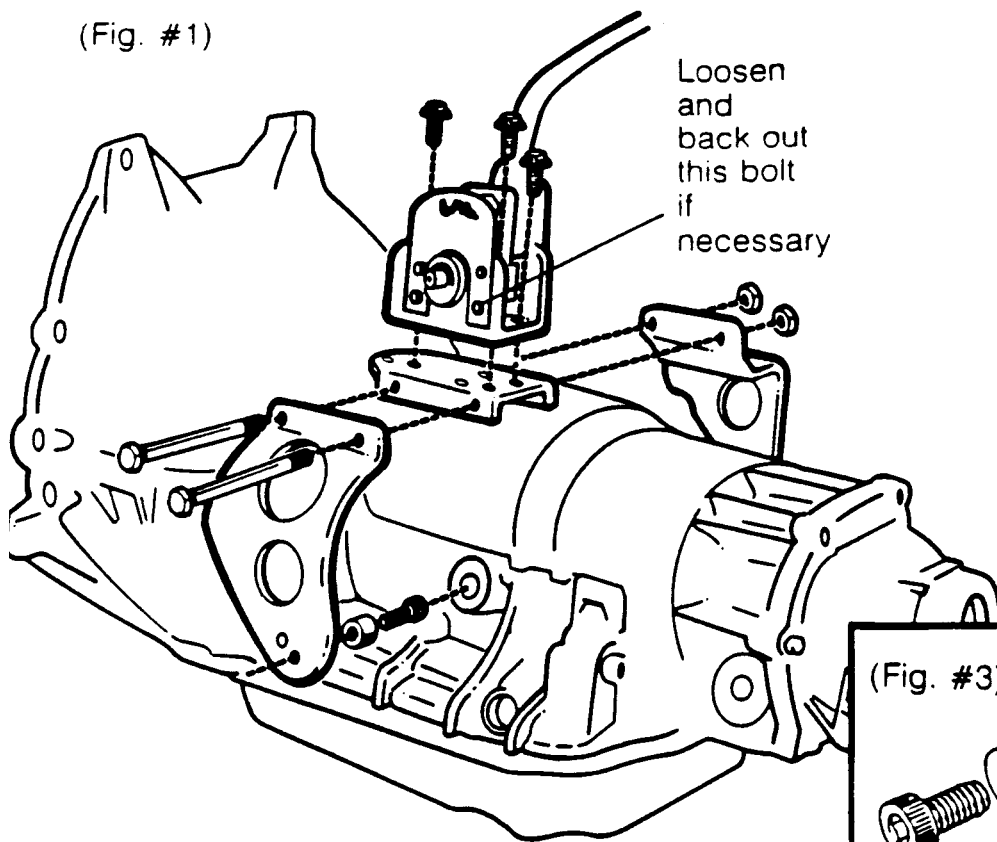
Drive 2 to Drive - Push forward to next detent for drive.

Drive to neutral - Push straight forward to stop position for neutral.

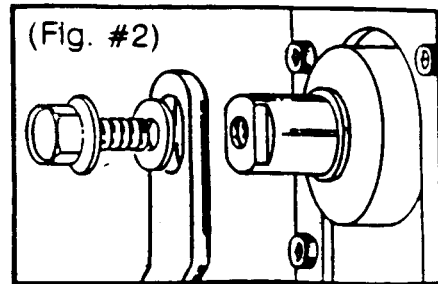
Neutral to reverse - Depress shifter stick and push forward to detent for reverse.

Reverse to park - Depress shifter stick and push forward to stop position for park.

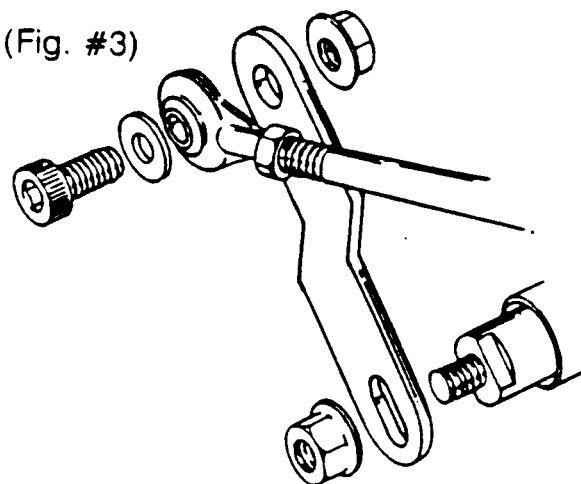
(Fig. #1)



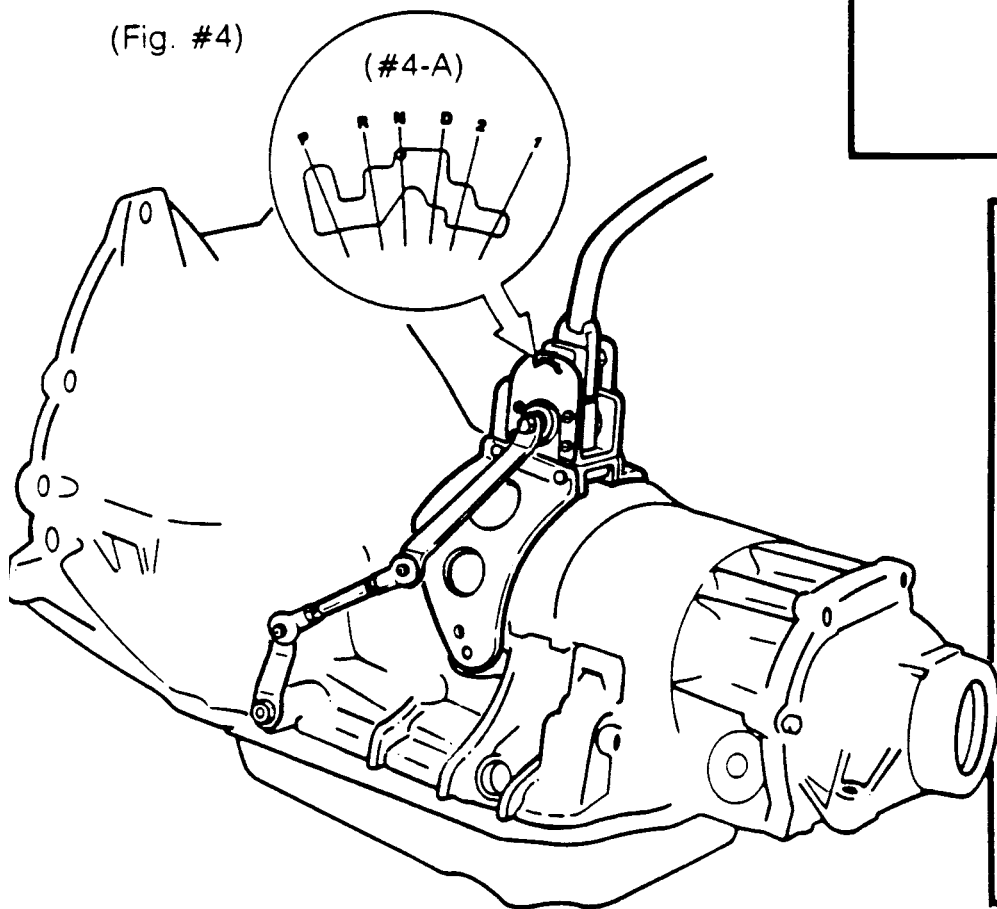
(Fig. #2)



(Fig. #3)



(Fig. #4)



(Fig. #5)

Stick
Lever
Mounting
Bolt

Selector
Pin

