

CHECK NUMBERS STAMPED ON PARTS
WITH NUMBERS SPECIFIED IN
CONTENTS OF KIT

1. Refer to Fig. 1. Use a crayon or marker to mark the corners of the opening that is to be cut in the floor tunnel. The corners are located by the intersection of the dimensions specified in Fig. 1. Draw lines on the floor tunnel to connect the corners.
2. Use a cold chisel to cut an opening to start a small blind type hack saw. Start cut at point indicated in Fig. 2. Check location of cut under floor **BEFORE** completing cut. Forward end of opening must be behind cross-stiffener under floor pan. Cut opening carefully and file edges smooth after cutting.
3. Refer to Fig. 3. Assemble the mounting bracket (Pt. 117 0007) with bracket leg (Pt. 117 4777) using 3/8" bolts, split lockwashers and hex nuts. **DO NOT TIGHTEN THESE BOLTS.**
4. Install the mounting bracket/leg assembly onto the adapter flange as shown in the exploded assembly view. Use stock bolts to fasten bracket to adapter. **DO NOT TIGHTEN BOLTS.**

Refer to Fig. 4. Remove stock 3/8" bolt from bearing cap at rear of transfer case. Use 3/8 - 16 x 2" hex bolt supplied with kit. **DO NOT TIGHTEN BOLT.** Fasten top end of stiffener brace to rear hole in mounting bracket using shifter mounting bolt as shown. **TIGHTEN ALL BOLTS.**

5. Mount the shifter to the mounting bracket as shown in the exploded assembly view. Check travel of stick for most desirable position (fore or aft), then tighten mounting bolts.

6. Assemble arms with their respective rods, using steel bushings and secure with spring clips. Thread rod adjusting buttons onto rods to about the middle of the threaded length.

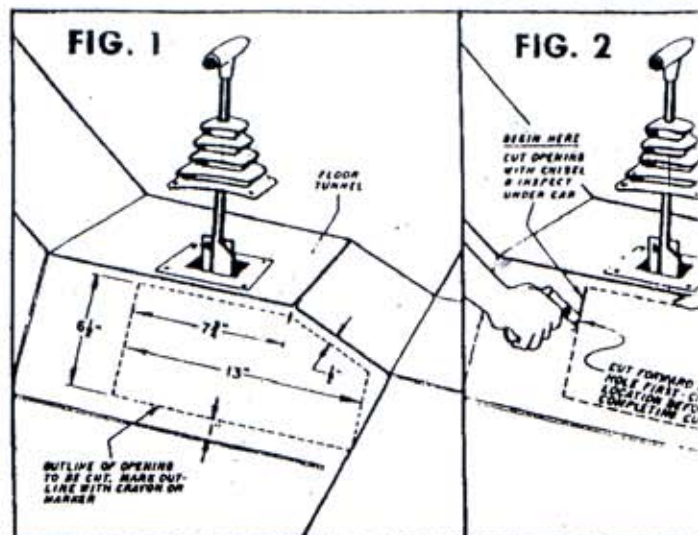
SEE PARTS LIST FOR PROPER YEAR-ROD COMBINATION

7. Install arm - rod - button assemblies on transmission. Rotate both transmission arms to neutral (middle of full travel).

REFER TO SEPARATE SHIFTER INSTRUCTION SHEET FOR FURTHER DIRECTIONS FOR ALIGNMENT OF SHIFTER.



Masters
Installatic
Instruct
U.S. Patent No. RE 25,56



CONTENTS OF KIT

1. MOUNTING BRACKET	Pt. 117 0007
2. BRACKET LEG	Pt. 117 4777
3. 3/4 - 24 x 1 HEX HEAD CAP SCREW	(2)
4. 3/8" SPLIT LOCKWASHER	(3)
5. 3/8 - 24 HEX NUT	(2)
6. 3/8" FLATWASHER	(6)
7. STIFFENER BRACE	Pt. 116 0004
8. 3/8 - 16 x 2 HEX HEAD CAP SCREW	
9. 7/16 - 14 x 3 HEX HEAD CAP SCREW	
10. 7/16" FLATWASHER	
11. 7/16" SPLIT LOCKWASHER	
12. 7/16 - 14 HEX NUT	
13. 3/8 - 16 x 3 HEX HEAD CAP SCREW	
14. 3/8" INT/EXT TOOTH LOCKWASHER	
15. 3/8 - 16 HEX NUT	
16. BACK-UP LIGHT SWITCH BRACKET	Pt. 117 0006
17. ROD ADJUSTING BUTTON	Pt. 119 3783 (2)
18. BUSHING	Pt. 118 3311 (4)
19. SPRING CLIP	Pt. 97000015 (4)
20. ARM 1st - REV.	Pt. 105 4746
21. ROD 1st - REV.	
	'68 to early '73
	Late '73 & later
22. ARM 2nd - 3rd	Pt. 213 4742 -
23. ROD 2nd - 3rd	Pt. 213 0062 -
	Pt. 105 4747 -
	'68 to early '73
	Late '73 & later
24. SHIFTER	Pt. 213 4741 -
25. STICK	Pt. 213 0063 -
	Pt. 366 0001
	Pt. 238 6900 *

BAGGED HARDWARE

Pt. 154 0025

*These two parts, when combined, are sold as Hurst Pt. 366 6901.

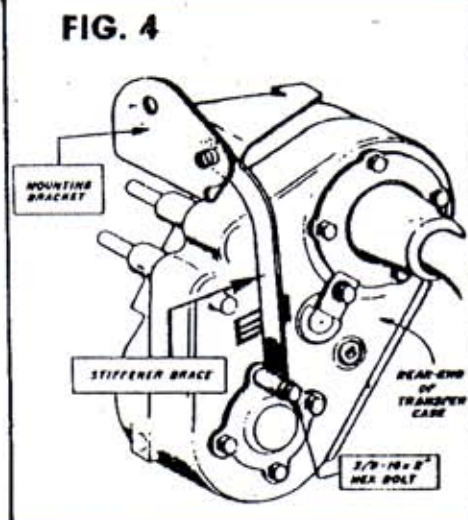
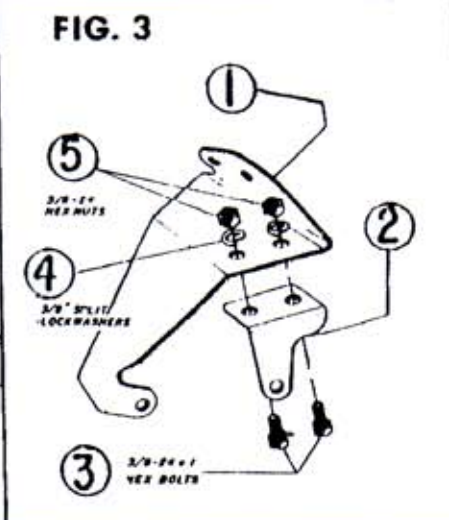
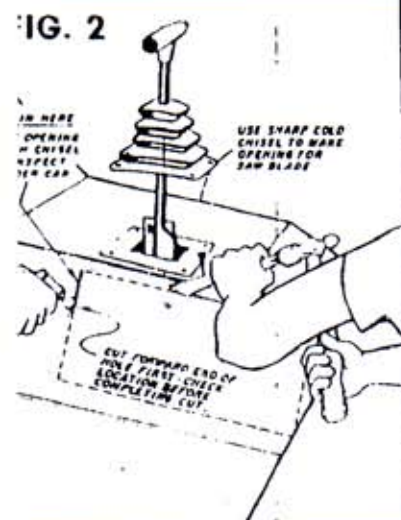
sterShift Installation Instructions

Patent No. RE 25,561 & 3,052,135

ATTENTION

Due to variations in auto manufacturing tolerances, the transmission rods supplied with this kit may require slight bending to clear obstructions, etc. Protect the threads while bending.
BEND RODS COLD! - DO NOT APPLY HEAT!

HURST TUNNEL KIT
Pt. 264 4790
MAY BE USED TO CLOSE
OPENING IN FLOOR



0007
4777

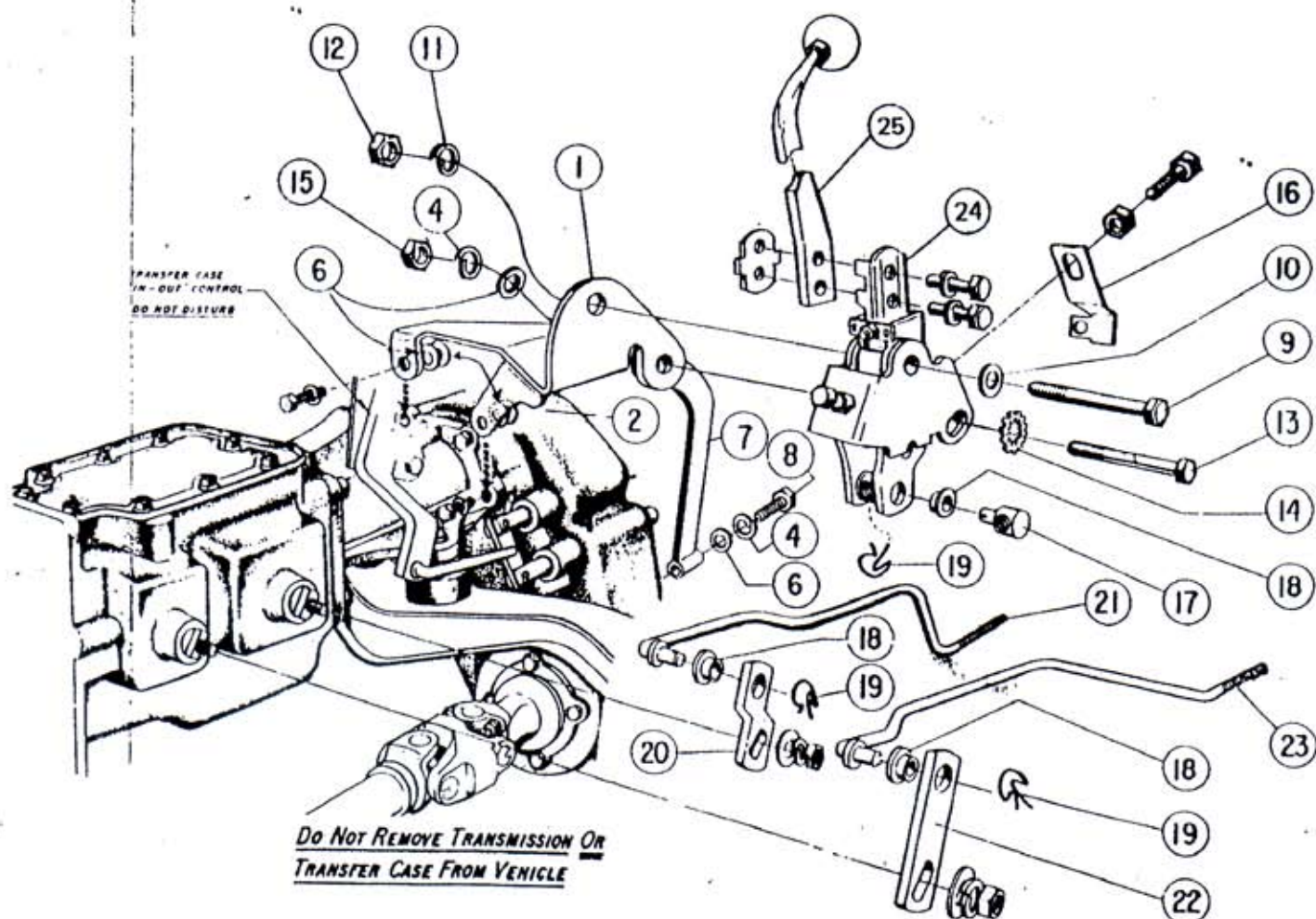
(2)
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0004

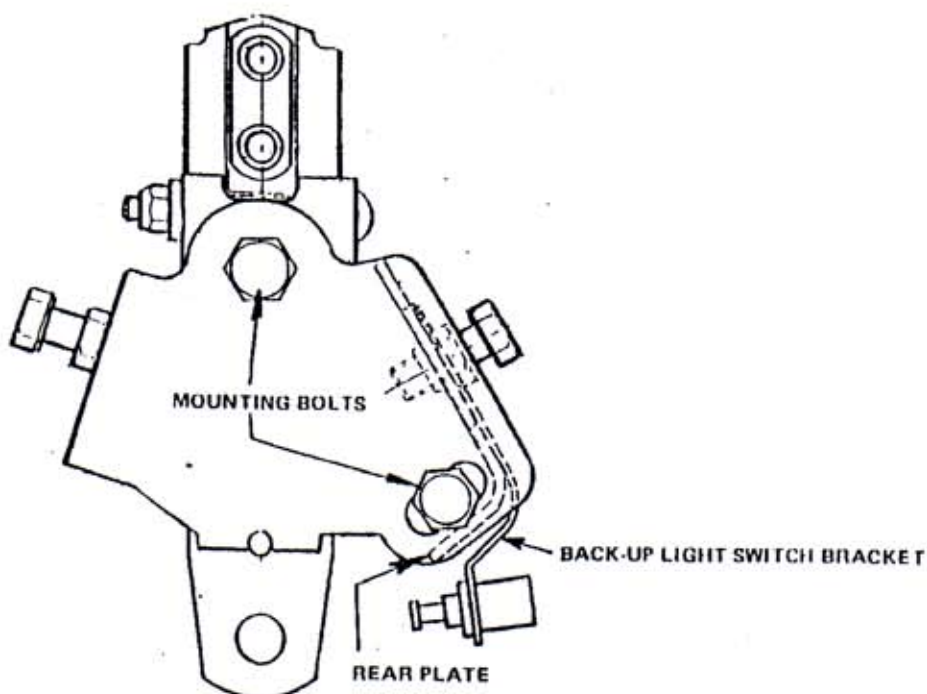
0006
3783 (2)
3311 (4)
0015 (4)
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4742
0062
4747

4741
0063
0001
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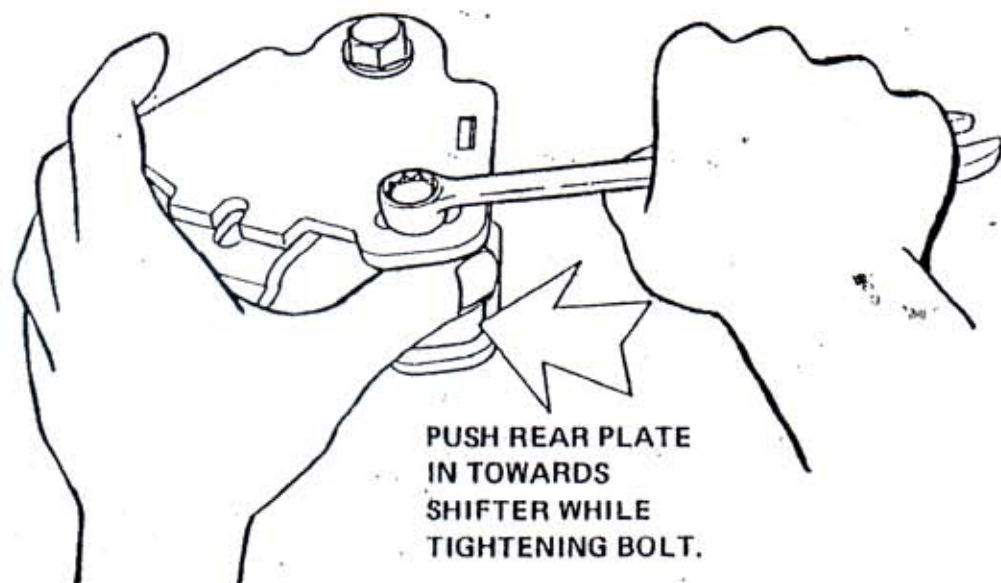


IMPORTANT



Before you tighten the lower mounting bolt through the shifter, push the rear cover plate in towards the shifter. Hold the plate in until you have tightened this bolt securely.

The plate must be in proper position to hold the back-up light switch bracket in position. Plate also keeps housing from collapsing when mounting bolts are tightened.



PUSH REAR PLATE
IN TOWARDS
SHIFTER WHILE
TIGHTENING BOLT.

IMPORTANT

BOLTS USED IN THIS APPLICATION ARE SAE GRADE 5.

The bolts that fasten the stick to the shifter and the bolts that are used as gear stops are now packaged together in a separate bagged hardware package. The nuts for these bolts and two split lockwashers are also included in this package. All of the bolts are grade 5. These bolts can be identified by the marking that is stamped on their heads (see drawing). Only bolts that have this marking on the head are to be used to fasten the stick to shifter. The stiffener plate (Pt. 195 0053) is used with all shifters except those which have tapped holes. The alternate method is shown below.

MOST SHIFTERS HAVE
THIS CONFIGURATION
AND USE THE STIFFENER
PLATE - Pt. 195 0053

STANDARD STICK
CONFIGURATION



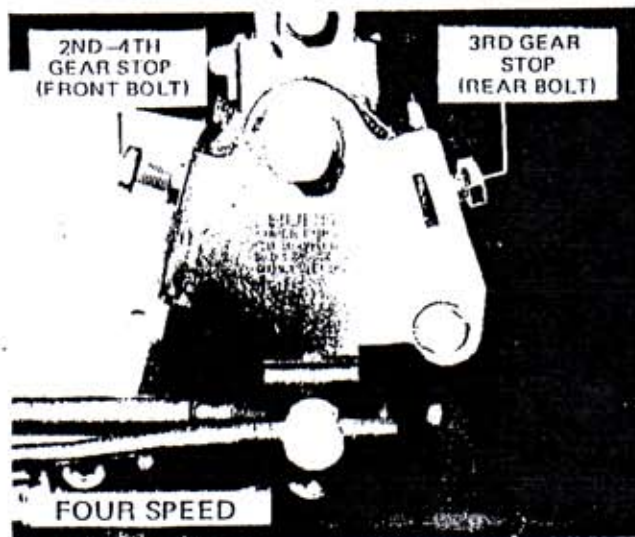
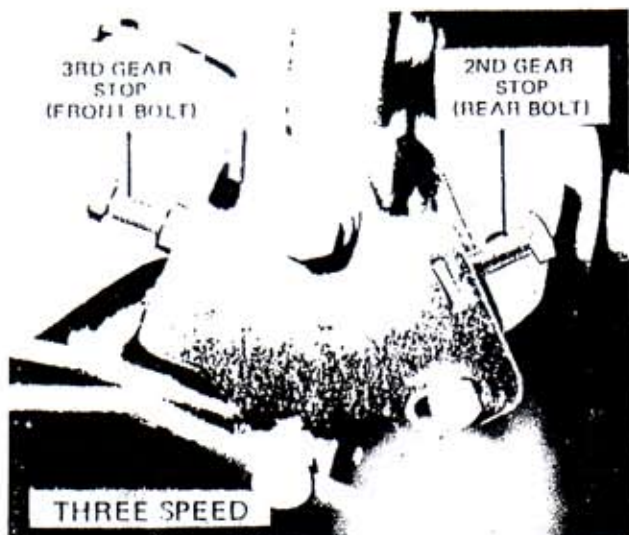
HEAD
MARKING ON
SAE GRADE 5
BOLTS

SHIFTERS THAT HAVE
STUB WITH TAPPED HOLES

GRADE 5 BOLTS

SERRATIONS IN STICK
MESH WITH SERRATIONS
IN SHIFTER MOUNT

STICK BOTTOM IS TAPPED



SEE
FIG. 1
ON
OTHER
SIDE

SEE
FIG. 2
ON
OTHER
SIDE

SEE
FIG. 3
ON
OTHER
SIDE

1. Locate position of stick by estimating. Stick position should be located mid-way between instrument panel and seat when it is in NEUTRAL. (Seat should be at normal adjustment for driver). The shifter housing pivots on its top mounting bolt. Pivot adjustment determines the stick position. Tighten both of the mounting bolts after the adjustment is made satisfactorily.
Note - the stick must be in its NEUTRAL position while this adjustment is made. A $\frac{1}{8}$ " drill bit inserted through the shifter frame and levers will secure the levers and stick at NEUTRAL.

2. Install the 2nd - 3rd arm on the transmission control shaft. Fasten the arm to the shaft with stock hardware. Assemble the proper rod to the arm with bushing and fasten with spring clip. With bushings installed, rod adjusting buttons must be adjusted to fit freely into the holes in the levers. Fasten the button with spring clip.

3. Remove $\frac{1}{8}$ " drill bit from shifter. Shift stick from 2nd to 3rd gear. If stick moves too close to instrument panel or seat, disconnect button from shifter lever. Loosen the mounting bolts. Adjust the shifter position on its pivot mounting in the required direction to correct problem. Tighten the mounting bolts. Return the stick to NEUTRAL and readjust button on rod for free fit. (Arm on transmission control shaft must be at NEUTRAL). Replace spring clip.

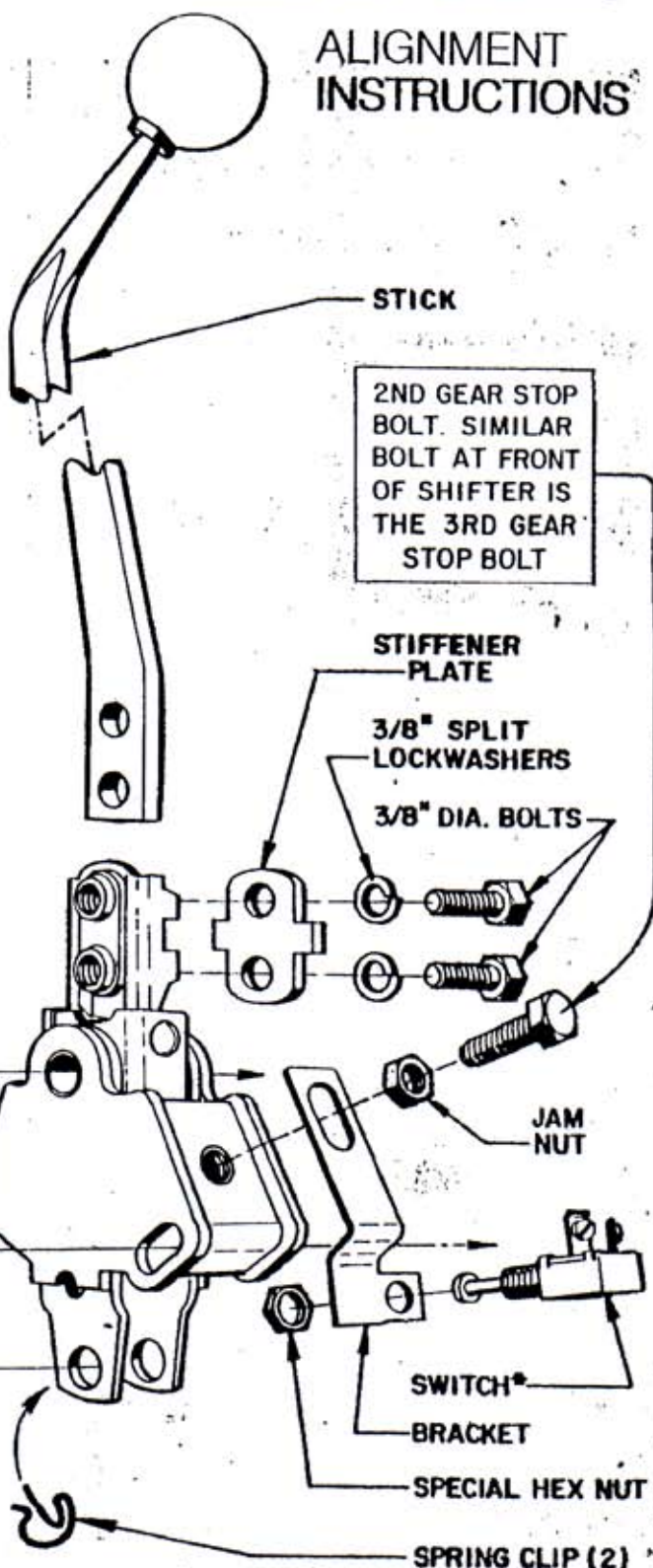
4. Install and fasten the 1st/REVERSE arm and rod assembly on the transmission control shaft. Turn both shifter levers to NEUTRAL and insert a $\frac{1}{8}$ " drill bit through them. Adjust the rod adjusting button so that it fits freely into the hole in the bushing. Fasten button in lever with spring clip. Remove $\frac{1}{8}$ " drill bit. Shift through all gears. Stick should move smoothly through all gears. If any difficulty is encountered, the alignment must be checked. Replace $\frac{1}{8}$ " drill bit and remove buttons from lever bushings. A button that does not withdraw freely requires adjustment.

5. Install back-up light-switch bracket under 2nd gear stop bolt jam nut. Adjust bracket slot position to allow $\frac{1}{16}$ " travel to remain when REVERSE lever is at the end of its travel. Adjust 3rd gear stop bolt. Push stick firmly into 2nd gear and hold it there. Turn stop bolt in one full turn beyond where contact is felt against stick. Back bolt out one half turn and tighten jam nut. Repeat this procedure with 3rd gear stop bolt (bolt at front of shifter frame).



MasterShift

ALIGNMENT INSTRUCTIONS



See your
dealer
for
HURST
switch kit
t. 248 0003

FIG.1

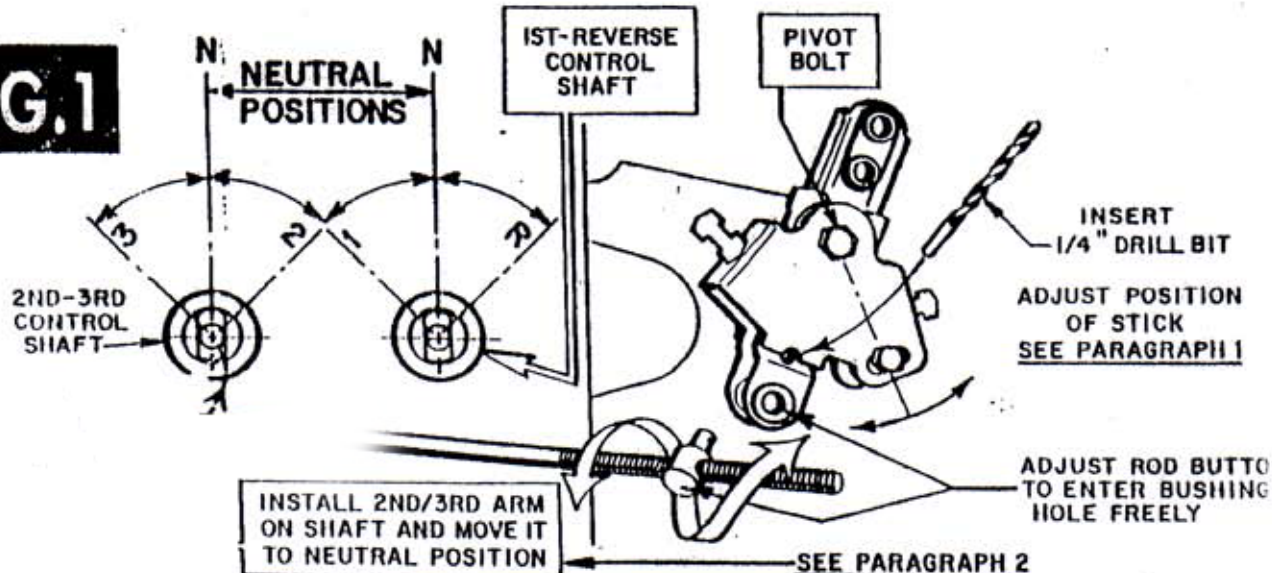


FIG.2

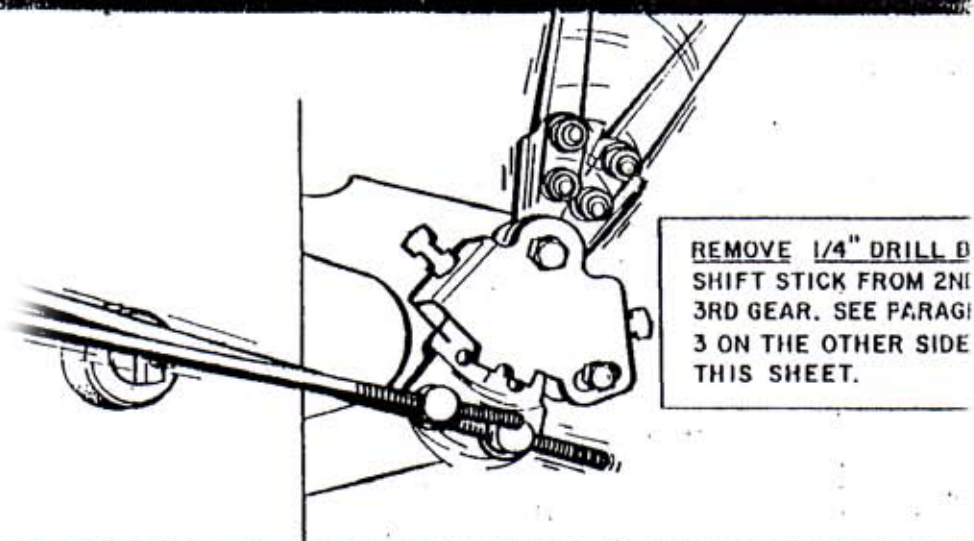


FIG.3

NOTE:

1 - R lever is shown turned forward. Levers must be lined up at neutral before 1/4" drill is inserted and rod button is adjusted to fit lever bushing hole.

