HURST INDY FOUR SPEED

503 0033

1. This shifter kit is intended to provide optimum shifter location for most cars equipped with a Segnaw transmission. Sheet metal 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.

2. Remove stock shifting linkage but retain steering column lock linkage if your car is so equipped. Refer to last paragraph of these instructions for adjustment of steering column lock linkage.

3. The crossmember may have to be removed to gain access to the area in floor tunnel where shifter is to be installed.

CAUTION

Install safe support under transmission. The crossmember supports the weight of both the engine and transmission. Remove the two upper and one lower (left side) tailshaft to transmission stock bolts. If your car has catalytic converter, remove the bolt that fastens the converter support bracket to the tailshaft housing on the driver's side.

4. Remove stick from Hurst shifter. Assemble the shifter and mounting bracket together with the two mounting bolts. DO NOT attach lockwasher and hex nut to the 7/16" bolt (upper bolt).

5. Attach the stiffener brace with the top right-hand stock bolt that fastens the tailshaft to the transmission – DO NOT TIGHTEN. Raise the shifter and bracket assembly up between the transmission and tunnel to its mounting position. Insert the stock bolts through holes in the bracket to the matching holes in the tailshaft housing – but do not tighten these bolts all the way. Push the top shifter mounting bolt (7/16") through the hole in the end of the stiffener brace and fasten it with the lockwasher and hex nut.

CARS EQUIPPED WITH CATALYTIC CONVERTER

Insert the short spacer (Pt. 228 0030) in between the shifter brackets and the stock catalytic converter support bracket over the hole that the stock 3/8 x 1 bolt was removed from in paragraph 3. Install the 3/8–16 x 1 1/4 bolt (item 11 on parts list). Tighten all bolts after all have been started.

CARS WITHOUT CATALYTIC CONVERTER

If your tailshaft housing has a tapped hole in the boss, insert the longer spacer (Pt. 228 0064) between the bracket and transmission. Install the 3/8–16 x 1 1/4 bolt (item 11 on the parts list). Tighten all bolts after all have been started.

6. Insert neutral alignment pin (Pt. 148 1725) through the bracket *(see Fig. 1). Note – Neutral alignment pin is inserted from BEHIND bracket!!!*

7. Assemble arms with their respective rods (see exploded assembly drawing) using bushings and fasten with spring clips. Spin rod adjusting buttons onto rods.

8. Attach arm/rod assemblies to correct transmission shafts (refer to exploded assembly drawing). Fasten arms to shafts with stock hardware.

9. Rotate transmission arms 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 (dis-engaged position). Adjust positions of button on each rod to permit easy slip-in fit of button into nylon bushing in proper lever. TRANSMISSION ARMS MUST REMAIN IN NEUTRAL POSITIONS WHILE ALIGNMENT IS ACCOMPLISHED. Fasten buttons in levers with spring clips.

Remove neutral alignment rod. Test shifter. Stick should move freely from side to side at neutral (between 1-2 and 3-4 shifting paths). An increased pull toward the operator should engage the reverse lever. If shifter functions properly, proceed to next paragraph.

If the stick CANNOT be moved freely between 1-2 to 3-4 or reverse path, one or more of the rod button adjustments must be corrected. Move stick forward to 3rd, then into neutral. Insert neutral alignment rod. If rod CANNOT be inserted freely, the 3-4 rod 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 at neutral. Disconnect reverse rod adjusting button from lever. Grasp rod and push toward front of car. (Reverse arm is dis-engaged when at end of forward travel.) Adjust rod button for easy slip-in fit in bushing. Re-assemble and fasten with spring clip.

NOTE – After installation has been completed, Test operation of SAFETY STEERING COLUMN LOCK. Move shifter stick to REVERSE and remove ignition key. Steering column should lock in REVERSE ONLY. Test operation of lock in all gears to be sure that steering column locks in REVERSE ONLY. If backdrive linkage fails to lock column or if it prevents shifter from engaging REVERSE, adjust backdrive linkage as necessary to correct and repeat testing.

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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.

WARNING

THIS TRANSMISSION DOES NOT HAVE AN INTERLOCK TO PREVENT ENGAGEMENT OF THE REVERSE GEAR WHEN ANY OF THE FORWARD GEARS ARE ENGAGED. SEVERE DAMAGE TO THE TRANSMISSION WILL RESULT IF THIS SHOULD OCCUR. DOUBLE-CHECK THE LINKAGE BEFORE STARTING THE ENGINE OR MOVING THE CAR. INSERT NEUTRAL ALIGNMENT ROD (PT. 1725) THROUGH LEVERS AND CHECK POSITIONS OF TRANSMISSION SHIFTING ARMS. 1-2 AND 3-4 TRANSMISSION CONTROL ARMS MUST BE AT NEUTRAL POSITIONS OF THEIR TRAVEL. REVERSE GEAR CONTROL ARM MUST BE AT FORWARD END OF ITS TRAVEL (DIS-ENGAGED).

ATTENTION

Due to variations in auto manufacturing tolerances, the transmission rods supplied with this kit may require slight bending to clear obstructions, etc.

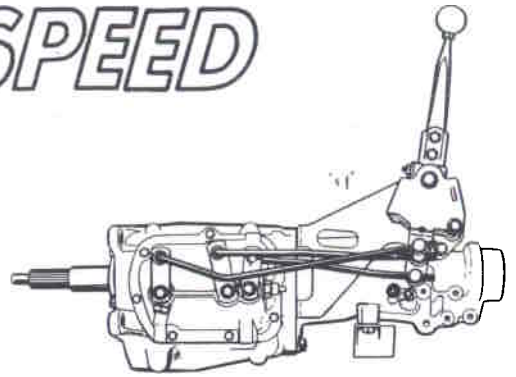
Protect the threads while bending.

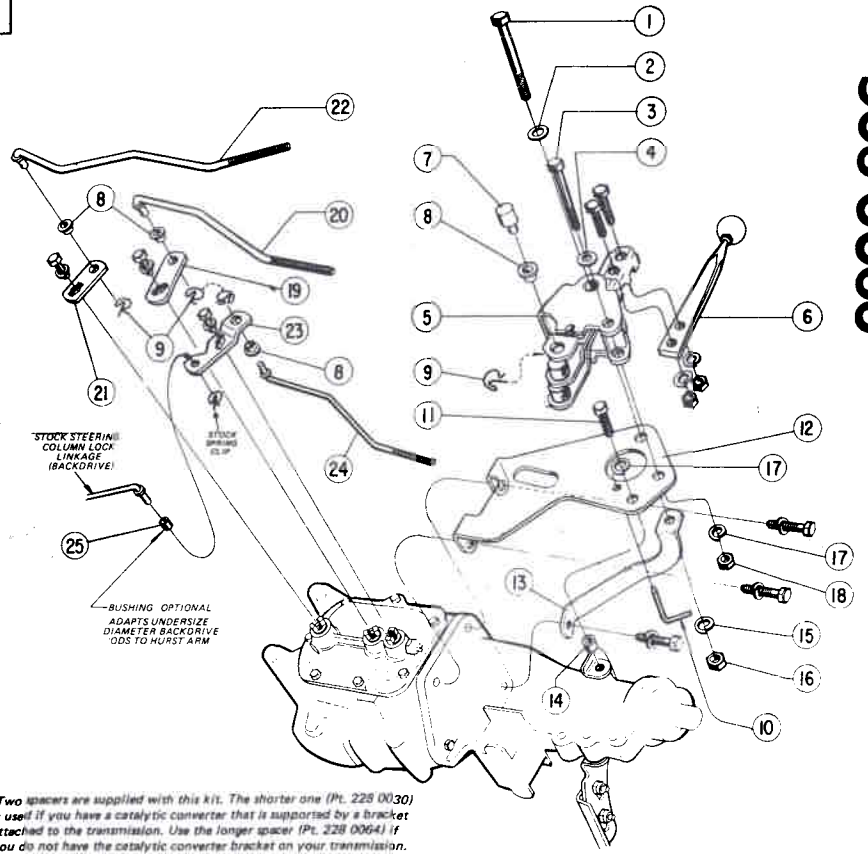
BEND RODS COLD! – DO NOT APPLY HEAT!

CONTENTS OF KIT

1.	7/16–20 x 3 1/4 HEX HEAD CAP SCREW	Pt. 215 5261
2.	7/16" FLATWASHER	Pt. 96000561
3.	3/8–24 x 3 HEX HEAD CAP SCREW	Pt. 215 4371
4.	3/8" FLATWASHER	Pt. 97090058
5.	SHIFTER ASSEMBLY	Pt. 503 0024
6.	STICK	Pt. 238 0077
7.	ROD ADJUSTING BUTTON	Pt. 119 3783 (3)
8.	BUSHING	Pt. 118 1681 (6)
9.	SPRING CLIP	Pt. 97000015 (6)
10.	NEUTRAL ALIGNMENT PIN	Pt. 148 1725
11.	3/8–16 x 1 1/4 HEX HEAD CAP SCREW	Pt. 215 3431
12.	MOUNTING BRACKET	Pt. 117 0084
13.	STIFFENER BRACE	Pt. 116 0010
14.	SPACER –SHORT	Pt. 228 0030
	–LONG	Pt. 228 0064
15.	7/16" SPLIT LOCKWASHER	Pt. 97000404
16.	7/16–20 HEX NUT	Pt. 179 3485
17.	3/8" SPLIT LOCKWASHER	Pt. 97000359 (2)
18.	3/8–24 HEX NUT	Pt. 97000661
19.	ARM 1–2	Pt. 105 4293
20.	ROD 1–2	Pt. 213 0037
21.	ARM 3–4	Pt. 105 4294
22.	ROD 3–4	Pt. 213 0039
23.	ARM REVERSE	Pt. 105 0016
24.	ROD REVERSE	Pt. 213 0038
25.	BUSHING–*adapt for undersize backdrive rod*	Pt. 118 8022

BAGGED HARDWARE – Pt. 154 0116





** Two spacers are supplied with this kit. The shorter one (Pt. 228 0030) is used if you have a catalytic converter that is supported by a bracket attached to the transmission. Use the longer spacer (Pt. 228 0064) if you do not have the catalytic converter bracket on your transmission.*