

INSTALLATION INSTRUCTIONS



LIGHTNING RODS

385 0006/385 0007

GM • CHRYSLER • FORD
APPLICATIONS

! WARNING

Vehicles that have steering column lock — refer to separate instruction sheet that is titled "Safety Ignition Block." This sheet and this device are included with this kit and must be installed to prevent the possibility of turning the ignition switch off while vehicle is in motion. The steering column will lock when this switch is turned off. Failure to heed this warning could result in accidental steering lock-up while vehicle is in motion.

EXCEPTION

GM cars equipped with factory floor shift. Safety ignition block device explained under "Warning" on this page, is not used on GM cars that are equipped with factory floorshift. Retain stock steering column lock activating linkage. Retain stock transmission arm. Remove stock shifter and linkage to transmission only.

ALL OTHER APPLICATIONS

Remove all stock linkage between steering column and transmission. Remove transmission control lever from steering column. The lever at the lower end of the steering column just ahead of the firewall. **MUST** be secured at the extreme end of its travel UPWARD. Use wire to tie it up in this position. REFER TO SEPARATE SHEET OF INSTRUCTIONS "SAFETY IGNITION BLOCK".

SHIFTER INSTALLATION

Adjust seat to normal driving position. Determine best location for shifter. Hold shifter in this position on floor and use mounting holes in shifter frame as guides to drill four 1/8" diameter holes through floor.

Punch mark floor at point where cable will enter through floor. Cut a 3/4" diameter hole. Remove burrs from hole.

Install neutral safety switch on shifter. Refer to detail drawing on exploded assembly drawing "install neutral safety switch".

Disconnect the stock neutral safety switch wires from terminals on stock switch. Connect these wires to the terminals on the neutral safety switch on the Hurst shifter. Distance from original stock switch may require additional wire.

Fasten shifter and console bracket to floor with sheet metal screws and flatwashers. Fasten front of shifter. (Refer to exploded assembly drawing)

CAUTION

AVOID SHARP BENDING OF CABLE. CABLE WILL BE PERMANENTLY DAMAGED BY ANY SHARP BENDING.

Pass cable up through 3/4" diameter hole in floor. Mark the cable housing where it passes through floor. Wrap the cable generously at the mark with friction tape or plastic tape. Install cable. Fasten cable housing to the shifter frame with clamp. Hammer clamp until it is seated against ferrule.

Fasten end of cable to stud on shifter cable arm with cotter pin. Refer to detail drawing.

INSTALL REVERSE LOCK-OUT ASSEMBLY ON SHIFTER. Refer to detail drawing on exploded assembly drawing. Insert pivot sleeve in shifter frame. Use finger to keep sleeve flush in hole in shifter frame and slide lock-out lever over protruding end of pivot sleeve. Install screw, flatwashers and self-locking hex-nut. This assembly is to be as tight as possible without binding. Lever **MUST** rotate freely on pivot sleeve. Attach extension spring between shifter frame and lever as shown in drawing.

Remove stock transmission arm. Refer to drawings on page to identify the arm that fits your transmission. Assemble the cable pin in that arm with hex-nut but do not tighten at this time. Install arm on transmission control shaft.

EXCEPTION—FORD TRANSMISSIONS

Refer to drawing — "FORD TRANSMISSIONS ONLY". Rotate stock arm to "N" (Neutral) position. Use a center punch to make a mark on arm and a corresponding mark on boss of transmission case. The part of the arm that is shaded in the drawing must be removed by grinding. Assemble the cable pin in the arm with hex-nut but do not tighten at this time. Install arm on transmission but do not fasten clamp bolt until you have progressed to paragraph TITLED, "NEUTRAL ALIGNMENT".

Install cable bracket on transmission. Refer to directions with the drawing of your installation on page 3.

Carefully route the cable around toward the cable bracket and fasten cable in bracket with cable clamp. Hammer clamp in until it is seated against ferrule.

Locate cable hanger approximately at the middle of the loop. Drill a 1/4" diameter hole up through floor for cable hanger. Fold clamp around cable, push split end through hole in floor. Push pointed end through split end (inside drilled hole), apply force until joint snaps together and locks itself in the drilled hole.

Remove the buttons from knobs. Remove knobs (buttons and knobs are both threaded). Slide rubber sleeves onto 2-1 stick and D-2 stick. Place the shorter dust cover on the D-2 stick, the longer one on the 2-1 stick. Replace knobs and buttons.

INSTALL CONSOLE

Refer to drawings on page 4. Place console plate in position on top of console. Spot drill three 7/32" diameter holes through plastic

console. Drill a 7/32" diameter hole at front end of console for console clip. Install speed nut on console clip.

Refer to drawing titled: "drilling holes in console". Place console plate in position on top of console. Spot drill three 7/32" diameter holes through plastic console. Refer to drawing titled: drill hole in front of console". Drill 7/32" diameter hole at front end of console for console clip. Install speed nut on console clip.

Install speed nuts on rear bracket of shifter. Fasten rear end of console to bracket with #10-24 x 1 socket head cap screws (item 27).

Refer to drawing "Install console clip". Mark carpet along front edge of console with chalk. Also mark a line on carpet to indicate the centerline of the mounting screw. Remove the console.

Drill a 1/8" diameter hole through floor as indicated in drawing. Fasten the console clip to the floor with a 1/4 x 1 sheet metal screw (item 3) and flatwasher (item 4).

Locate the proper positioning for the shift pattern indicator by placing it on the console and then placing the console plate over it. Note position before removing backing strip from pressure sensitive adhesive. Use indicator label. Apply indicator label to console.

NEUTRAL ALIGNMENT

Shifter sticks and transmission arm **MUST** be at Neutral positions. Refer to the drawings of the shifting patterns. The pattern labeled "neutral alignment" shows the correct positions of the sticks. Press the button on stick No. 3 and rotate the cable arm on shifter until the button can be depressed and the stick can be moved to its Neutral position. Repeat this procedure on stick No. 2 and then on stick No. 1. Shifter sticks and cable are now at correct positions. Rotate the transmission control arm through its full travel to determine N (Neutral) position. Refer to the drawing that shows detenting (standard pattern and reversed valve body pattern).

IMPORTANT

Cable pin must be free to slide in the slot in the transmission control arm—(hex-nut on pin **MUST BE LOOSE**).

Attach the cable end to the cable pin that is assembled in the slot in the transmission control arm. Fasten with cotter pin.

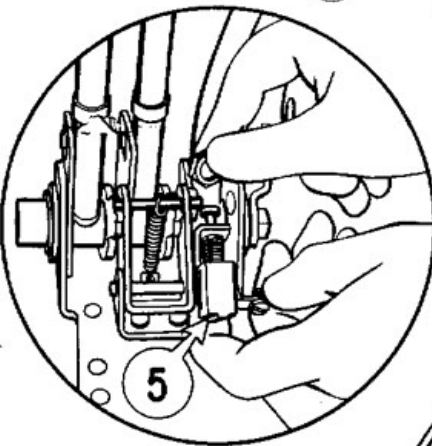
Tighten hex-nut on cable pin in transmission control arm. Be careful to avoid disturbing the position the cable pin located by the cable end. Test operation of shifter.

Attach front end of console plate to console with screw (item 21) and speed nut (item 22—underneath console). Do not tighten. Swing plate out of the way. Install console. Swing console plate into installed position, and fasten attaching screws—(four-item 21). Push indicator pointer onto bayonet on lever (through pointer slot).

CONTENTS OF KIT

1. SHIFTER ASSEMBLY—(GM APPLICA.)	PT. 385 0010
SHIFTER ASSEMBLY—(CHRYSLER-FORD)	PT. 385 0011
2. CONSOLE BRACKET	PT. 117 0176
3. 1/4" X 1 HEX-HD. SELF-TAPPING SCW.	PT. 272 5699 (5)
4. 1/4" FLATWASHER	PT. 267 3478 (5)
5. NEUTRAL SAFETY SWITCH	PT. 248 7846
REVERSE LOCK-OUT ASSEMBLY—	
6. PIVOT SLEEVE	PT. 224 0036
7. LEVER	PT. 175 0006
8. #10 FLATWASHER	PT. 267 7150 (2)
9. SCREW	PT. 271 2594
10. HEX-NUT—SELF-LOCKING	PT. 179 0018
11. SPRING—EXTENSION	PT. 230 0062
12. RUBBER SLEEVE	PT. 224 0024 (2)
13. DUST COVER—2-1 STICK	PT. 130 0034
14. DUST COVER—D-2 STICK	PT. 130 0033
15. CONSOLE	PT. 129 0010
16. CONSOLE CLIP	PT. 127 0013
17. SPEED NUT (#10-24)	PT. 179 0045 (4)
18. PATTERN INDICATOR—STND. PAT.	PT. 241 0008
PATTERN INDICATOR—REV. PAT.	PT. 241 0012
19. CONSOLE PLATE	PT. 195 0180
20. #10-24 X 5/8 SOCKET-HD. CAP SCW.	PT. 215 0036 (4)
21. POINTER—INDICATOR	PT. 198 0001
22. CABLE	PT. 120 5721
23. CABLE CLIP	PT. 127 5702 (2)
24. CABLE HANGER	PT. 126 0013
25. CABLE PIN (FIT ALL TRANS. ARMS)	PT. 189 0011
26. 3/8-16 HEX-NUT—SELF-LOCKING	PT. 179 5959
27. COTTER PIN	PT. 190 3539 (2)
BAGGED HARDWARE PACKAGE—PT. 154 0169	

**INSTALL NEUTRAL
SAFETY SWITCH
—SEE TEXT**

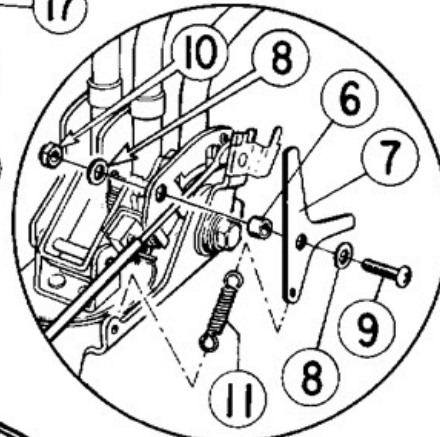


ADJUSTING
SLOT IN
TRANSMISSION
ARM

CAUTION

AVOID SHARP BENDING OF
CABLE. CABLE WILL BE PERMA-
NENTLY DAMAGED BY ANY
SHARP BENDING.

**INSTALL
REVERSE
LOCK-OUT**



REFER TO DRAWINGS AND DIRECTIONS ON PAGE 3
FOR IDENTITY AND USE OF FOLLOWING PARTS.

385 0006 INSTALLATION

GM 350, 400 & 200 (METRIC) TURBO-HYDRAMATIC
INSTALLATIONS

28. BRACKET—CABLE MTG.—TRANS.	PT. 117 5711
29. 5/16-18 X 3/4 SOCKET HD. CAP SCW.	PT. 215 0018
30. ARM—TRANS. CONTROL SHAFT	PT. 105 5713

385 0007 INSTALLATION

31. 1/4-28 X 1-1/2 HEX-HEAD CAP SCREW	PT. 215 4052
32. 1/4" SPLIT LOCKWASHER	PT. 267 3471
33. 1/4-28 SQUARE NUT	PT. 179 0056

CHRYSLER INSTALLATIONS

34. BRACKET—CABLE MTG.—TRANS.	PT. 117 0094
35. ARM—TRANS. CONTROL SHAFT	PT. 105 5984
36. 5/16" FLATWASHER	PT. 267 3481 (4)

FORD C-4 & C-6 TRANSMISSIONS

37. BRACKET—CABLE MTG.—C-4 TRANS.	PT. 117 0037
38. BRACKET—CABLE MTG.—C-6 TRANS.	PT. 117 0038
39. ARM—TRANSMISSION CONTROL SHAFT	PT. 105 0062

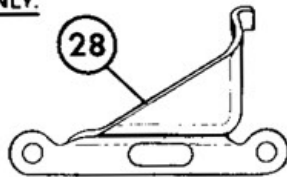
NOTE: Bagged hardware package also contains parts and instructions for installa-
tion of "Safety Ignition Block". Refer to "WARNING" message about vehicles
that have steering column lock.

GM INSTALLATIONS

CARS WITH FACTORY FLOOR SHIFT ONLY.

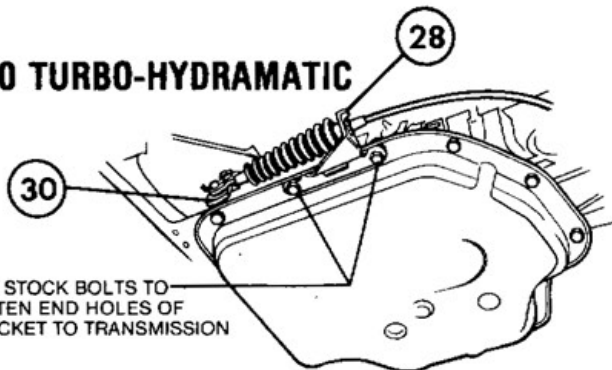
RETAIN STOCK CONTROL ARM. CONNECT CABLE END TO STOCK ARM. OPERATION OF SAFETY STEERING COLUMN LOCK, BACK-UP LIGHT SWITCH AND NEUTRAL SAFETY SWITCH IS MAINTAINED.

ALL GM INSTALLATIONS USE THIS BRACKET - PT. 117 5711. REFER TO DRAWINGS BELOW FOR METHOD OF FASTENING.



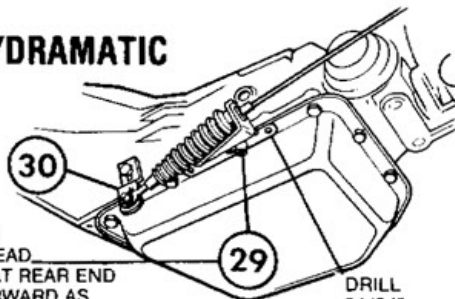
BRACKET
PT. 117 5711

400 TURBO-HYDRAMATIC



USE STOCK BOLTS TO FASTEN END HOLES OF BRACKET TO TRANSMISSION

350 TURBO-HYDRAMATIC



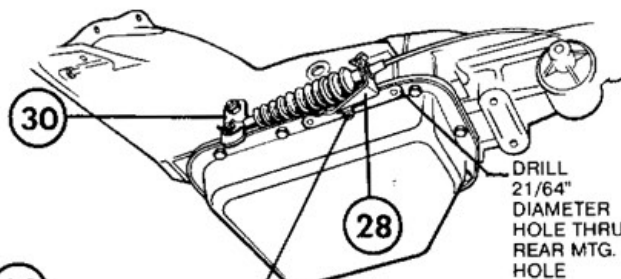
INSTALL BRACKET WITH 5/16-18 x 3/4 SOCKET-HEAD CAP SCREW LOCATED AT REAR END OF SLOT (BRACKET FORWARD AS FAR AS POSSIBLE).

DRILL 21/64" DIAMETER HOLE THRU REAR MTG. HOLE

350 TURBO-HYDRAMATIC AND 200 METRIC TURBO HYDRAMATIC

AFTER INSTALLATION IS COMPLETED, DRILL A 21/64" DIAMETER HOLE THROUGH THE TRANSMISSION CASE THROUGH REAR MOUNTING HOLE IN BRACKET (USE BRACKET HOLE AS DRILL GUIDE). FASTEN REAR END OF BRACKET TO TRANSMISSION WITH A SUITABLE 5/16" DIAMETER BOLT, LOCKWASHER AND NUT.

200 METRIC TURBO-HYDRAMATIC



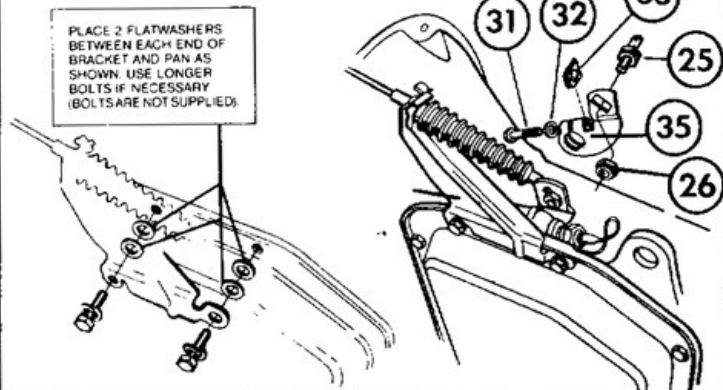
DRILL 21/64" DIAMETER HOLE THRU REAR MTG. HOLE

INSTALL BRACKET WITH 5/16-18 x 3/4 SOCKET-HEAD CAP SCREW. LOCATE SCREW AT MIDDLE OF SLOT. THE LOCATION CAN BE ADJUSTED WHEN YOU PERFORM "NEUTRAL ALIGNMENT" OPERATION DESCRIBED ON PAGE 4.

CHRYSLER 904 & 727 TORQUEFLITE

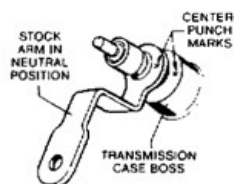
BOLT, LOCKWASHER AND SQUARE NUT ARE FROM STOCK TRANSMISSION ARM.

904 TRANSMISSION IS SHOWN. INSTALLATION ON 727 TRANSMISSION IS IDENTICAL. CABLE APPROACHES TRANSMISSION FROM FRONT OF VEHICLE.

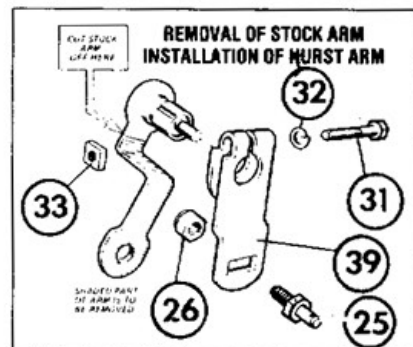


PLACE 2 FLATWASHERS BETWEEN EACH END OF BRACKET AND PAN AS SHOWN. USE LONGER BOLTS IF NECESSARY (BOLTS ARE NOT SUPPLIED).

FORD INSTALLATIONS

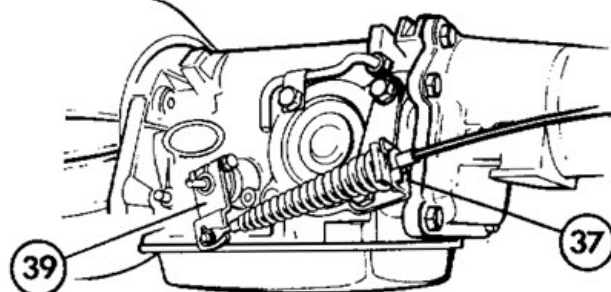


ROTATE STOCK ARM TO "N" (NEUTRAL). USE CENTER-PUNCH TO MAKE MARK ON ARM AND CORRESPONDING MARK ON TRANSMISSION CASE BOSS.

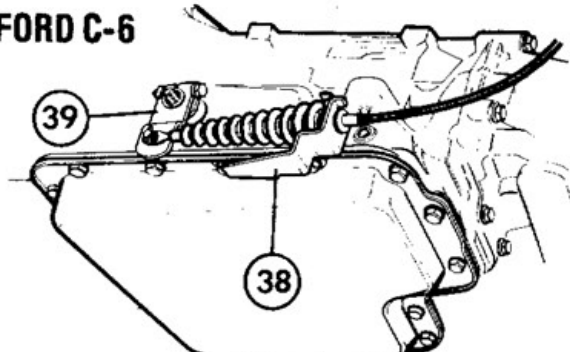


CUT SHADED PART OF STOCK ARM OFF. INSTALL HURST ARM ON SHAFT (CABLE PIN LOOSELY INSTALLED IN ARM). DO NOT TIGHTEN CLAMP BOLT. MOVE SHIFTER STICK TO "N" (NEUTRAL). PLACE CABLE END ON PIN. ADJUST ARM TO POSITION WHERE PIN IS AT CENTER OF SLOT. TIGHTEN CLAMP BOLT. TIGHTEN NUT ON PIN.

FORD C-4

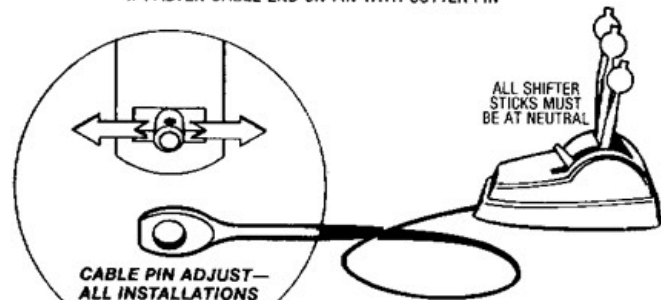


FORD C-6

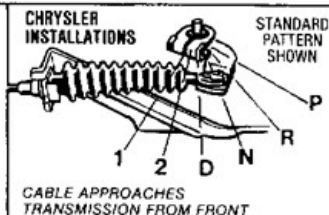
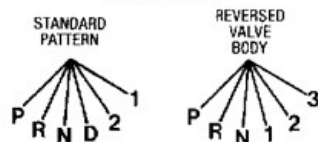


ALIGNMENT PROCEDURE

1. POSITION ALL SHIFTER STICKS AT "N" (NEUTRAL)
2. POSITION TRANSMISSION ARM AT "N" (NEUTRAL)
3. ADJUST CABLE PIN IN SLOT IN ARM AS SEEN IN BALLOON
4. FASTEN CABLE END ON PIN WITH COTTER PIN



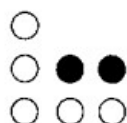
PATTERNS



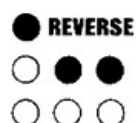
SHIFTING PATTERN

IMPORTANT
ALL STICKS MUST BE
AT THESE POSITIONS
DURING ALIGNMENT

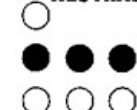
● PARK



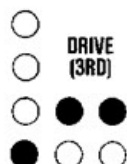
○



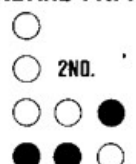
○ NEUTRAL



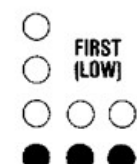
STANDARD PATTERN



○ DRIVE
(3RD)

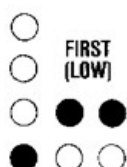


○ 2ND.

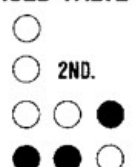


○ FIRST
(LOW)

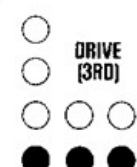
REVERSED VALVE BODY



○ FIRST
(LOW)

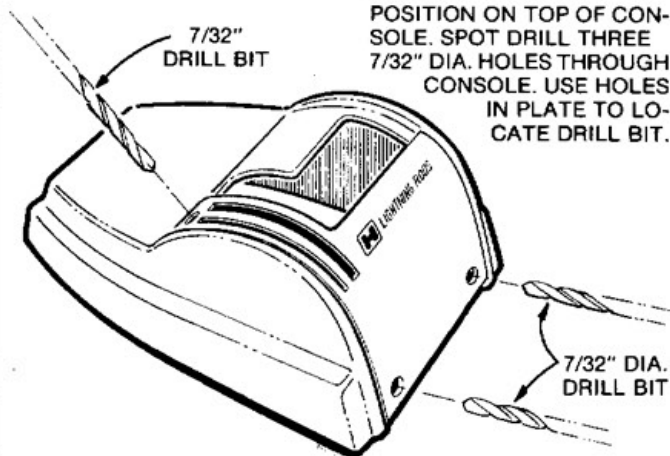


○ 2ND.



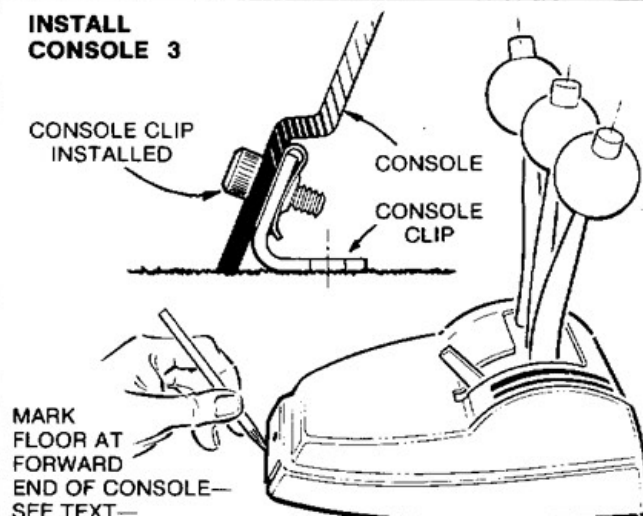
○ DRIVE
(3RD)

INSTALL CONSOLE 1

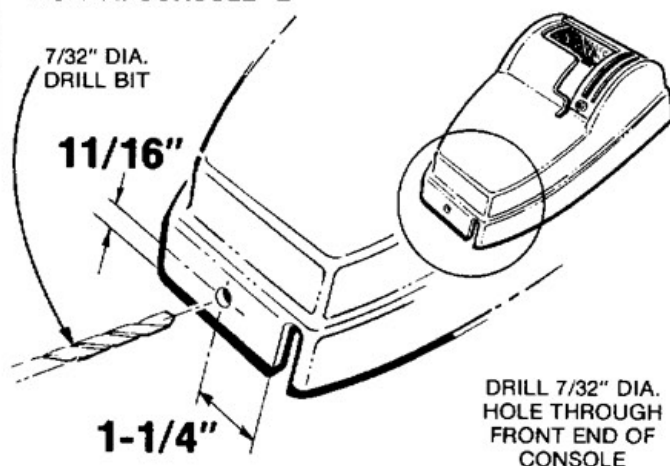


INSTALL CONSOLE 3

CONSOLE CLIP
INSTALLED



INSTALL CONSOLE 2



INSTALL CONSOLE 4

