

## 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.

Cut a sufficient amount of material from rear of tunnel to allow 1/4" clearance around mounting bracket plate due to engine torque. Install mounting bracket plate with bolts and lock-washers supplied with kit. Check for clearance at this time.

Refer to separate instruction sheet titled "Shifting the Super Shifter III", form number 91 159 0149, page 2 -- "ALIGNMENT PROCEDURE".

Adjust shifter stop bolts. Back bolts out of shifter frame until only a few threads remain engaged. Push stick firmly into 3rd gear and hold. Screw 3rd gear stop bolt in until contact is felt. Back bolt out one turn and tighten lock nut. Pull stick firmly back into 4th gear, screw 4th gear stop bolt in until contact is made, then back stop bolt out one turn, and tighten lock nut.

### BACKDRIVE CONNECTION

The backdrive linkage should be moved to its rearward position (steering column lock engaged) while connection is made to the Hurst arm. Place the Hurst reverse arm on the reverse control shaft and rotate it CLOCKWISE as far as it will rotate (this is the reverse position of this control shaft). Adjust the backdrive linkage to permit easy slip-in fit in the hole in the reverse arm.

The stock backdrive linkage varies. Refer to the detail drawing "STOCK BACKDRIVE OPTIONS." If your backdrive rod has a hole in it, use the button as shown in the first option. Install and fasten button to arm before installing it on transmission.

If your backdrive rod has a threaded end (3/8-24) as shown in the second view, spin the button supplied with kit onto the stock backdrive rod. Place the reverse arm on the reverse transmission control shaft and rotate it clockwise as far as it will turn (this is REVERSE position). Adjust the position of the button on the rod to permit as easy slip-in fit. Remove arm from shaft and fasten button in arm with spring clip supplied with kit. Replace the arm on the shaft and fasten it with stock hardware.

The third option is self-explanatory.

**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.

# HURST SUPER/SHIFTER III COMPETITION/PLUS

U.S. PATENT NO. 3,216,274 & NO. 3,306,126

## 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.

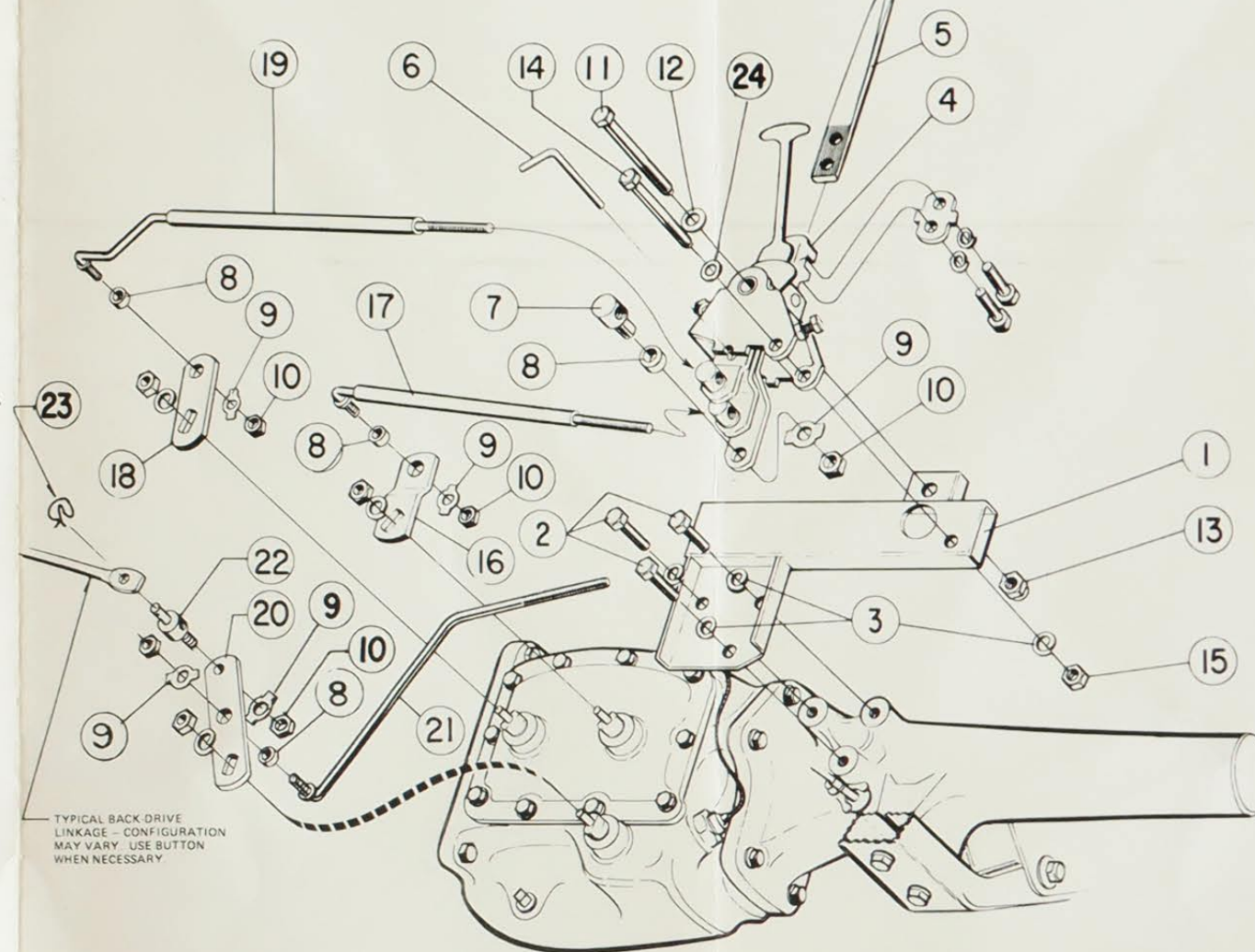
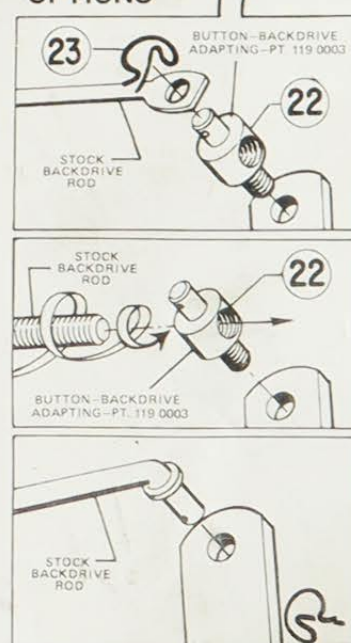
**BEND RODS COLD! - DO NOT APPLY HEAT!**

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### STOCK BACKDRIVE OPTIONS



373 0011