

PRE '69 MUNCIE



'69 & LATER MUNCIE



BORG-WARNER T-10



BORG-WARNER T-10 '74 & LATER ONLY



HUMMER HINDY FOUR SPEED

This shifter kit is intended to provide optimum shifter location for most vehicles. The shifter location is determined by the front bolt side cover, transmissions. 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.

1. Install mounting plate on vehicle. Tighten the three bolts evenly. Install the shifter and tighten the remaining bolts.

2. Assemble arms and rods with bushings and spring clip. Refer to exploded assembly view for proper parts combination. Spin rod to the middle of the spring. The threaded end of the rod is about 1/2" from the center of the spring.

BACKDRIVE CONNECTION

The backdrive linkage varies between the different car models that these kits fit. Backdrive linkage should be moved to its rearward position (steering column lock engaged) while adjustment and connection is being made. Place the Hurst reverse arm on the reverse control shaft and orient COUNTER CLOCKSWISE in the reverse position. The reverse arm must be in the reverse position. Adjust the backdrive linkage to permit easy slip-in fit of the rod in the reverse arm. NOTE: Some of the early backdrive linkage rods have a small diameter end. Use the bushing (pt. 118-00022) to adapt these backdrive rods to the hole in the arm. Fasten the install arm rod bushings onto transmission shafts. Refer to exploded assembly view for proper parts combination. Fasten arm onto shafts with lock hardware.

Installation of arms that have late design Muncie slots on early transmissions (1969 and later) may require minor modification. Remove the reverse arm from the transmission shaft and install the adapter in the slot. The adapter is inserted in the slot before installing on shaft.

REVERSE ARM Pt. 106-7075 ONLY

Place adapter in arm slot. Clamp arm down securely on flat surface. Use 1/8" nut file to file the ends of adapter flush to base of arm where existing arm on transmission control shaft. Insert bushings into holes in lever. Align levers with shifter frame and insert neutral alignment rod (pt. 148-1735) through holes in frame and holes in levers.

3. Rotate transmission arm, 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 (disengaged position).

4. Adjust position of button on each rod to permit easy slip-in fit of button into steel bushings in proper lever.

5. Ride: The 3rd rod may strike the top flange of the crossmember. Cut a sharp notch out of this flange to eliminate such interference.

6. TRANSMISSION ARMS MUST REMAIN IN NEUTRAL POSITION WHILE ALIGNMENT IS ACCOMPLISHED. Fasten levers in levers with spring clip.

7. The stick CANNOT be moved freely between 1-3 to 3-4 or reverse gear, one or more of the rod/bushings adjustments must be corrected. Move stick forward to 3rd, then back to 4th, then to neutral. Insert neutral alignment rod. If rod CANNOT be inserted freely, the 3-4 bushing is incorrectly adjusted. Similar testing of 1-2 shift will prove alignment of 1-2 rod adjustment.

8. Disconnect reverse rod button adjustment, place stick at neutral. Disconnect reverse rod adjusting button from reverse lever, also disconnect backdrive linkage. Grasp rod and push toward front (disengaged position), disengage "arm" at end of forward travel. Adjust position of button on rod to permit easy slip-in fit of button into steel bushings with spring clip. Reconnect backdrive linkage.

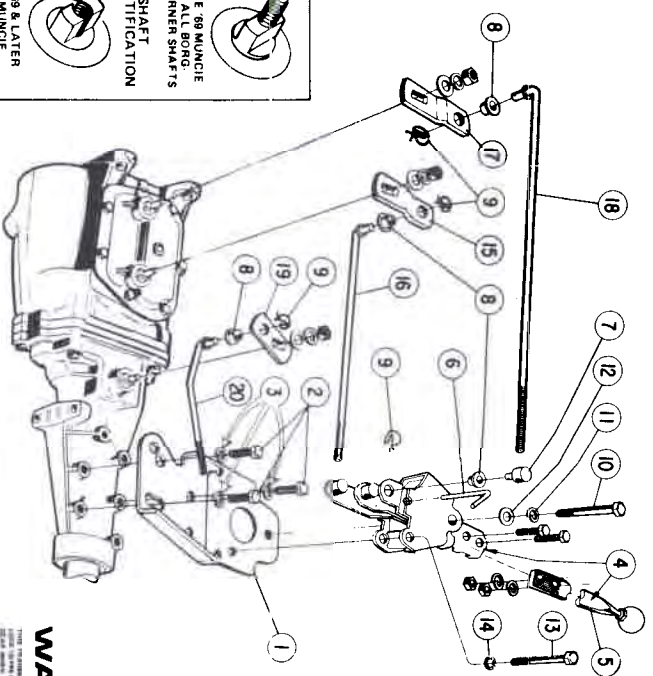
9. After installation has been completed, test operation of SAFETY and reverse option key. Steering column should lock in REVERSE ONLY. Test operation of lock-all gears to be sure that steering column locks in REVERSE only. If backdrive linkage does not lock column or if it prevents shifter from engaging the next gear, adjust backdrive linkage as necessary to correct and repeat testing.



PRE '69 MUNCIE & ALL BORG-WARNER SHAFTS IDENTIFICATION SHEET



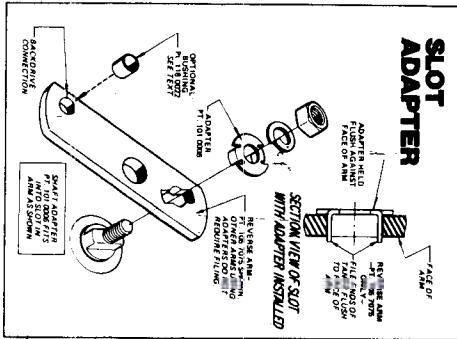
'69 & LATER MUNCIE



CONTENTS OF KIT

COMMON PARTS	QTY	EARLY MODEL NUMBER	REAR LATER MODEL NUMBER	REAR INTER-MEDIATE MODEL NUMBER	MODEL YEAR
1. MOUNTING PLATE	Pt. 198-0027	Pt. 198-0027			72-8 Year
2. 3/8" x 1/4" HEX HEAD CAP SCREW	Pt. 218-5427	Pt. 218-5427			
3. 3/8" x 1/4" HEX HEAD CAP SCREW	Pt. 207-0024	Pt. 207-0024			
4. SHIFTER ASSEMBLY	Pt. 208-0077	Pt. 208-0077			
5. STITCH	Pt. 148-1728	Pt. 148-1728			
6. NEUTRAL ALIGNMENT ROD	Pt. 118-1735	Pt. 118-1735			
7. ROD ADJUSTING BUTTON	Pt. 118-0022	Pt. 118-0022			
8. SPRING CLIP	Pt. 118-0021	Pt. 118-0021			
9. 1/2" DIA. x 1.1/4" HEX HEAD CAP SCREW	Pt. 218-5428	Pt. 218-5428			
10. 1/2" DIA. x 1.1/4" HEX HEAD CAP SCREW	Pt. 218-5429	Pt. 218-5429			
11. 7/16" PLATYKASHER	Pt. 900-0061	Pt. 900-0061			
12. 3/8" x 18 x 3/8" HEX HEAD CAP SCREW	Pt. 218-5430	Pt. 218-5430			
13. 3/8" x 18 x 3/8" HEX HEAD CAP SCREW	Pt. 207-3533	Pt. 207-3533			
14. ARM SETZING	Pt. 105-2140	Pt. 105-7058	Pt. 105-7058	Pt. 105-7058	
15. ARM SETZING	Pt. 105-2140	Pt. 105-7058	Pt. 105-7058	Pt. 105-7058	
16. ROD	Pt. 105-2141	Pt. 105-7060	Pt. 105-7060	Pt. 105-7060	
17. ARM SETZING	Pt. 105-2141	Pt. 105-7060	Pt. 105-7060	Pt. 105-7060	
18. ROD	Pt. 105-2141	Pt. 105-7060	Pt. 105-7060	Pt. 105-7060	
19. ARM SETZING	Pt. 105-2141	Pt. 105-7060	Pt. 105-7060	Pt. 105-7060	
20. ARM SETZING	Pt. 105-2141	Pt. 105-7060	Pt. 105-7060	Pt. 105-7060	
21. ADAPTER	Pt. 101-0006	Pt. 101-0006	Pt. 101-0006	Pt. 101-0006	
22. BUSHING	Pt. 118-0022	Pt. 118-0022	Pt. 118-0022	Pt. 118-0022	

BAGGED HARDWARE Pt. 154-7813



IMPORTANT WARNING
SAFETY STEERING COLUMN LOCK
When this shifter is installed on a car that has a steering column lock, the operation of lock mechanism MUST be maintained. Initial factory linkage as directed by this instate sheet.

WARNING
ATTENTION
DO NOT OPERATE THIS SHIFTER ON A CAR WITH A STEERING COLUMN LOCK. THE OPERATION OF THE LOCK MECHANISM MUST BE MAINTAINED. INITIAL FACTORY LINKAGE AS DIRECTED BY THIS INSTATE SHEET.

