



Installation Instructions Indy Pickup 3-Speed Shifter

Fits 1963-Later GM & Ford 2WD Pick Up
w/ Ford, Saginaw, Muncie, and Tremec Transmissions
Catalog # 5010016

WORK SAFELY! For maximum safety, perform this installation on a clean, level surface and with the engine turned off. Place blocks or wedges in front of and behind both rear wheels to prevent movement in either direction.

CAUTION: To avoid any possibility of bodily injury or damage to vehicle, do not attempt installation until you are confident that the vehicle is safely secured and will not move.

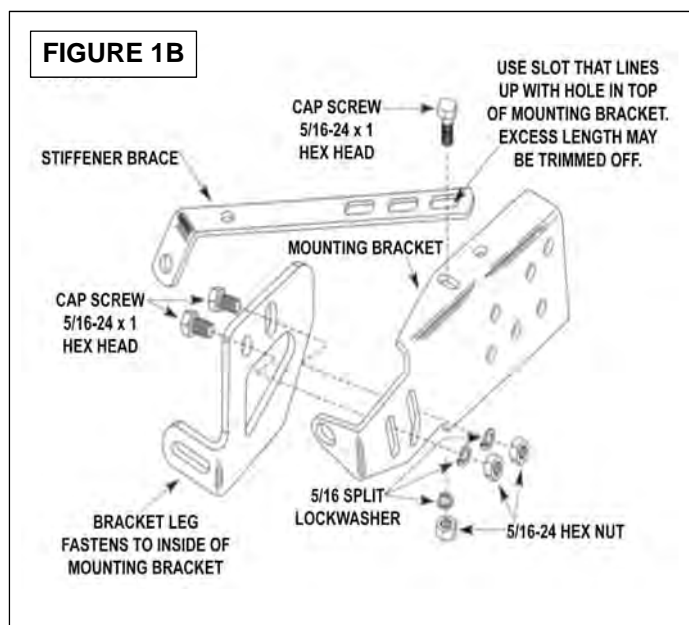
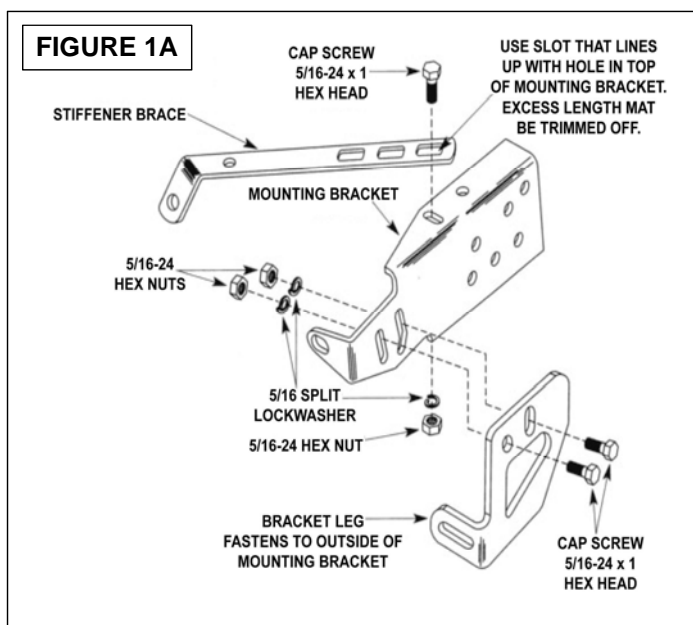
WARNING: VEHICLES WITH STEERING COLUMN LOCK

A Safety Ignition Block is included in this installation kit. This safety device must be installed to prevent accidental locking of the steering column while the vehicle is in motion. See Page 5 for installation instructions. Failure to install the Safety Ignition Block could result in accidental steering lock-up while the vehicle is in motion.

NOTE: Some late models have no provision for a speedometer hookup. In these cases, you must modify the speedometer cable. Some installations may require modification to the floor plan.

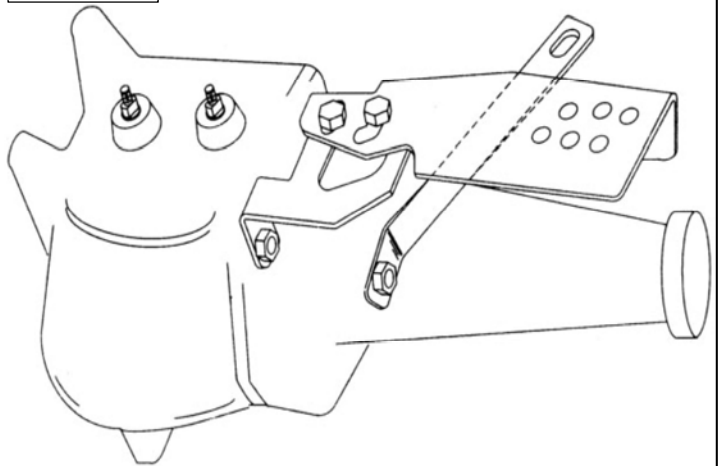
1. Remove the stock linkage and the stock column shift lever by driving the pin out.

The Hurst mounting brackets are used in all installations. Use the stock transmission bolts to fasten the brace, bracket, and leg to the transmission. The hardware supplied with the Hurst shifter kit fastens the brace, bracket, and leg together. Refer to Figure 1 for the correct installation parts to use with your application.



2. Assemble all the parts together loosely with the supplied hardware. Fasten the shifter assembly to the transmission using the stock hardware, then tighten all the bolts and nuts. See Figure 2.

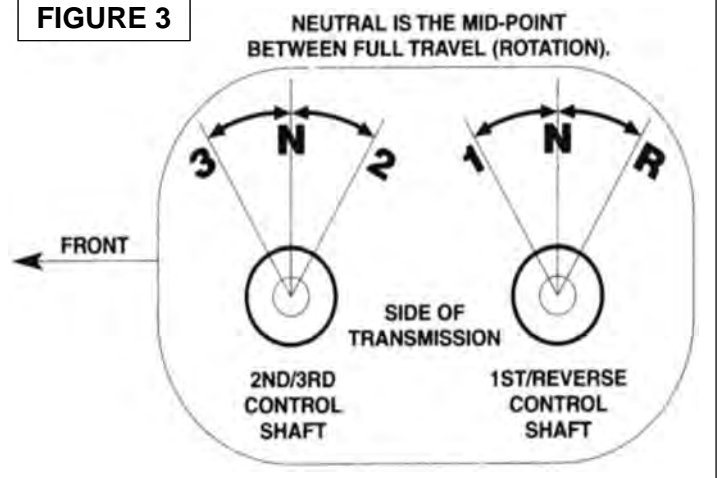
FIGURE 2



3. Select the shifter mounting hole that is best suited to your installation. Punch a small hole through the floor in line with the selected hole. Using the small hole as a guide, cut a 2-1/2" diameter opening in the floor pan. Fasten the shifter to the mounting bracket. Enlarge the hole if necessary.

Note: Because this is a universal shifter, you may have to bend shift rods or alter brackets to clear obstacles such as crossmember or speedometer cables.

FIGURE 3



BACKDRIVE MODIFICATION

1968-Later Cars with Backdrive Steering Lock

Vehicles equipped with a steering column lock activated by the shifting linkage must be modified as follows:

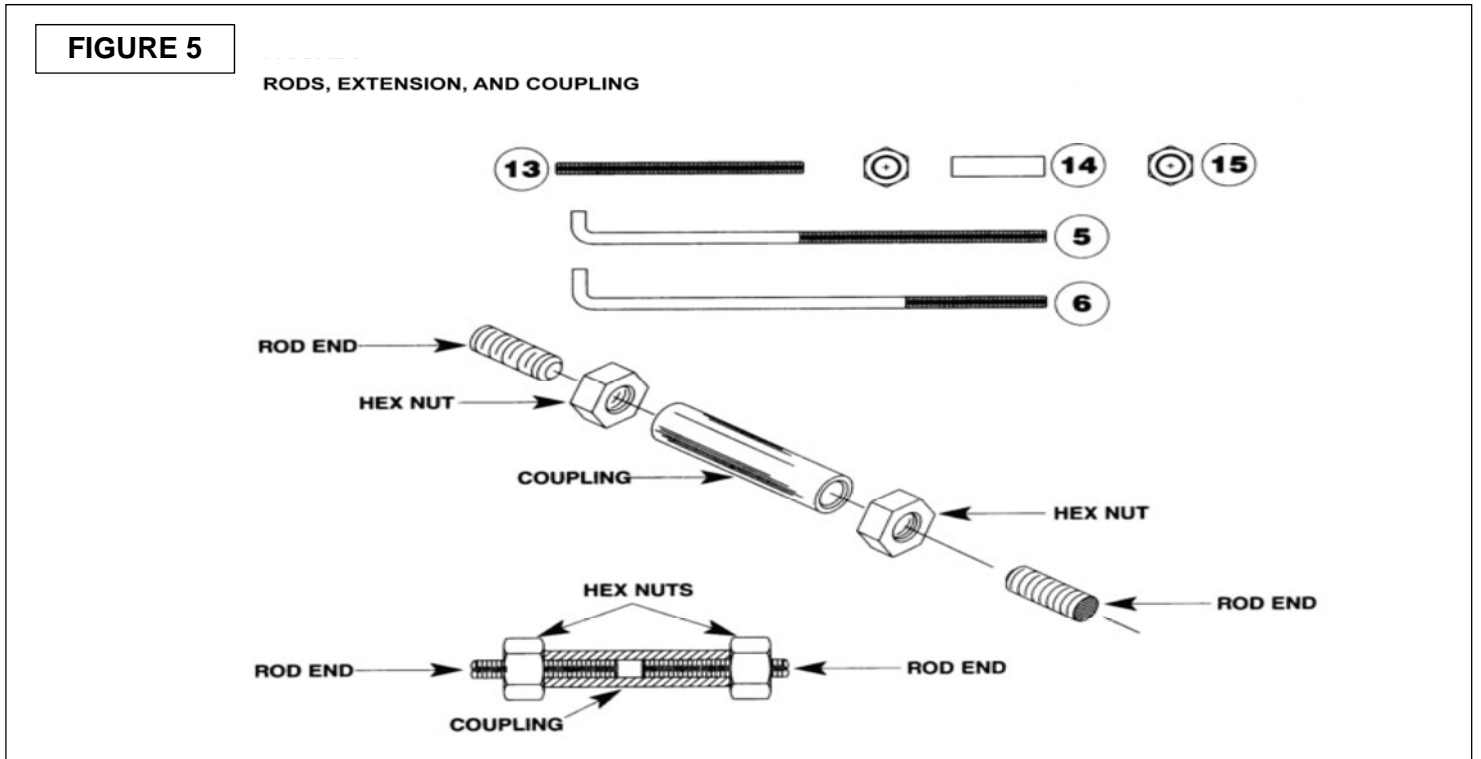
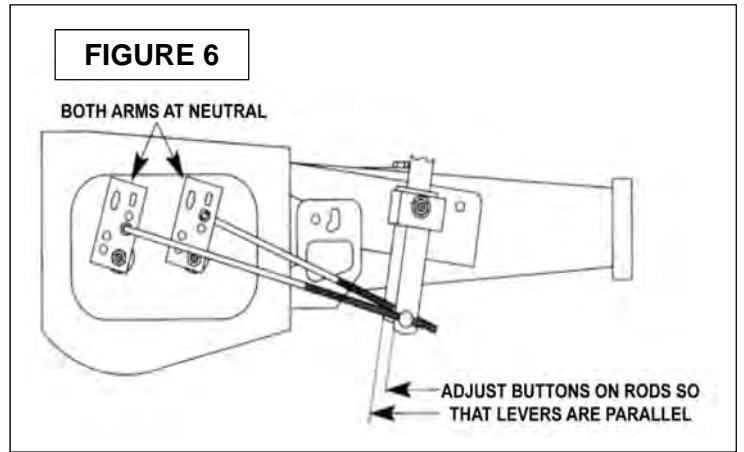
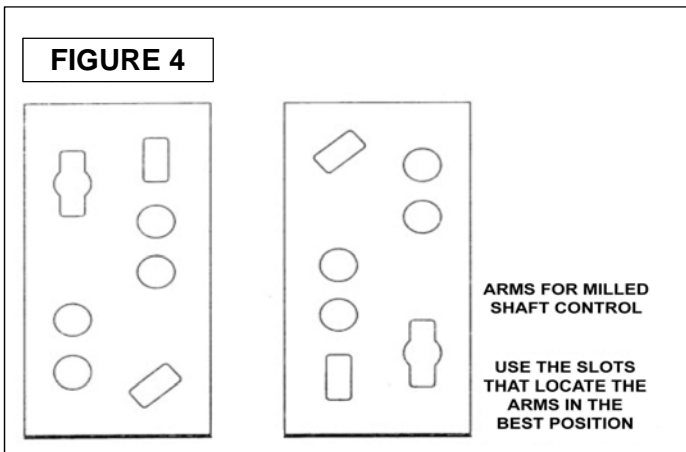
Move the stock column shift lever to REVERSE position. Fasten the 1st/Reverse lever (at the base of the steering column, ahead of the firewall) in its REVERSE position. This will allow the column to lock when the ignition key is in the OFF position..

NOTE: The Safety Ignition Block device supplied with this kit must be installed according to the directions in this instruction booklet.

Transmission Arms – Refer to Figure 3. This shows where Neutral positions of the control shafts are located.

4. Refer to Figures 4 and 6

Select the slots that locate each arm in the best position (most vertical positions in Neutral). The arms should be located approximately as shown in Figure 6 when both shafts are in Neutral. Use the stock hardware to attach the arms to the transmission control shafts.



5. Test fit the rods before installing them. The rod with short threads is the 1st/Reverse rod. The rod with long threads is the 2nd/3rd rod.

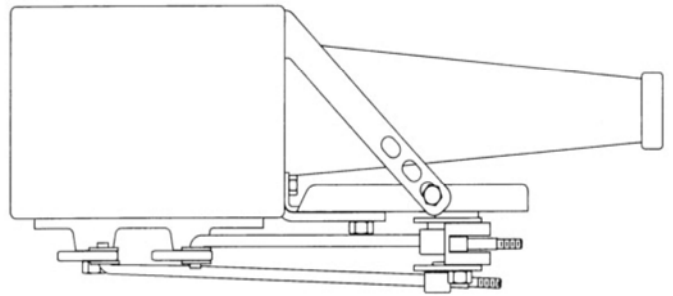
A threaded coupling and rod extension are provided in case either rod is too short. If you must use the rod extension, install it on the rod with short threads. The rod with the rod extension becomes the 2nd/3rd rod. Use the rod *without* the extension as the 1st/Reverse rod. See Figure 5.

6. Assemble the rod adjusting buttons onto the rods. Notice that there are two pairs of holes in each transmission arm. Use the combination of holes that allows optimum travel of the stick when shifting through gears. Connect the rods between the transmission arms and shifter levers. See Figure 6

7. With both transmission control shifts in Neutral, adjust the buttons on the rods so that the edges of the shifter levers are exactly parallel (See Figure 6). Check the position of the chrome stick inside the vehicle. Be sure that it is not located too far forward or too far back. If you must relocate the stick, adjust both buttons equally in the required direction

8. The rods should be positioned approximately parallel (See Figure 7). If necessary, bend the rods. Cut off any excess length of rods beyond the rod buttons. Excess rod length could interfere with the operation of the shifter.

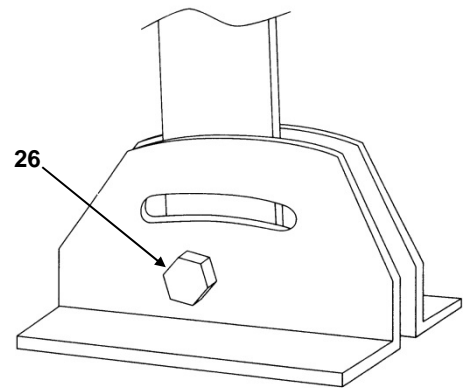
FIGURE 7



IMPORTANT!

After installation is complete, adjust the pivot bolt tension, #26 (See Figure 8). The shifter is correctly adjusted when there is no looseness or binding of the shift lever when shifting through the gears.

FIGURE 8

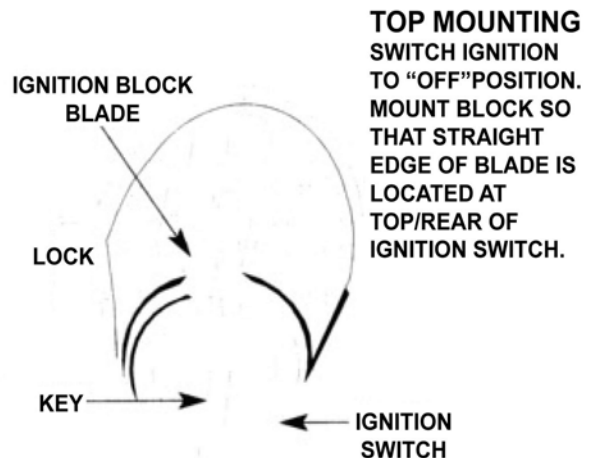


INSTALLING AND OPERATING THE SAFETY IGNITION BLOCK

This device prevents accidental locking of the steering column while the vehicle is in motion. It is provided for your safety and must be installed according to the directions in this booklet.

After installing the Safety Ignition Block, ignition key operation differs only in the OFF position. You can turn the ignition key from LOCK to IGNITION simply by turning the key switch. The ignition switch will easily move past the ignition block blade (See Figure 9). The ignition block blade must be retracted to move the ignition switch back to the LOCK position. With the Safety Ignition Block installed, moving the ignition switch to the LOCK position *must be intentional*.

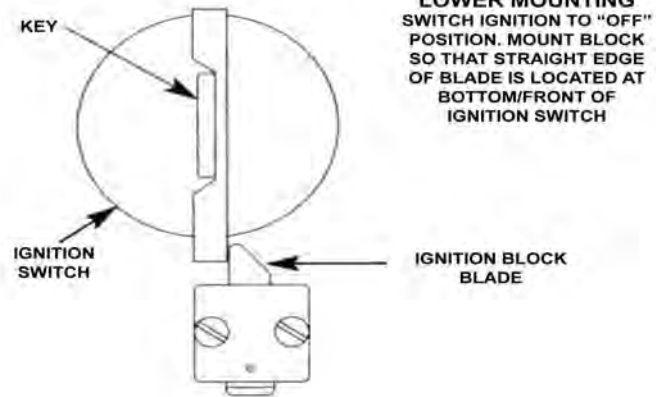
FIGURE 9



The location of the installation depends on the space allowed near the ignition switch. Mount the Safety Ignition Block above the key switch, if necessary. See Figures 10 and 11.

1. Turn the ignition switch to the off position. Determine the location for mounting the Safety Ignition Block. Place the block in the mounting position. Make sure that the ignition block blade is positioned far enough beyond the key switch to obstruct rotation back to the LOCK position. See Figures 10 and 11.

FIGURE 10



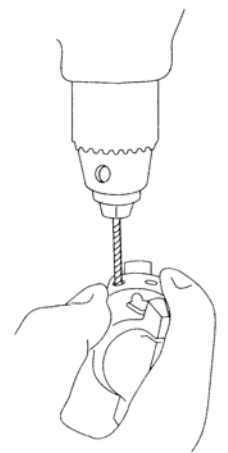
2. Hold the Safety Ignition Block in the mounting position determined Step 1 above. Use the mounting holes as guides for drilling holes in the steering column housing. See Figure 11. Using a #32 drill bit (.116" diameter), drill two holes to a depth of 9/32".

CAUTION: Do not drill deeper than 9/32".

FIGURE 11

USE THE HOLES IN THE IGNITION BLOCK AS GUIDES FOR DRILLING. SEE STEP 2.

CAUTION- DO NOT DRILL DEEPER THAN 9/32"



3. Mount the Safety Ignition Block to the column housing using bagged hardware supplied with the shifter. Use the thin foam spacer and the shorter screws to mount the block above the key switch. Use the thick plastic spacer and longer screws to mount it below the key switch.

This kit does not include a boot

IMPORTANT: RETAIN THESE INSTRUCTIONS FOR FUTURE REFERENCE

Technical Service

A highly trained technical service department is maintained by Hurst Performance to answer your technical questions, provide additional product information and offer various recommendations.

Technical service calls, correspondence, and warranty questions should be directed to:



Hurst Performance Products

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