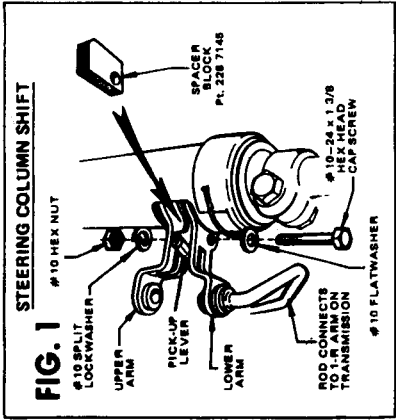


**ATTENTION**  
 DUE TO VARIATIONS IN AUTO MANUFACTURING  
 PRACTICES, THIS KIT MAY REQUIRE EXACT FITTING TO  
 CLEAR OBSTRUCTIONS ETC. PROTECT THREADS  
 FROM RUST. BEND RODS CAREFULLY - DO NOT APPLY HEAT!

**HURST**  
**MASTERSHIFT**  
 INSTALLATION INSTRUCTIONS

U.S. Patent No. RE 28,561 & 3,062,136

**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.



**CONTENTS OF KIT**

- BRACKET Pt. 117 0045
- BRACKET LEG Pt. 117 0044
- 3/8"-16 x 7/8 HEX HEAD CAP SCREW Pt. 215 3425 (2)
- 3/8" INTERNAL/EXTERNAL TOOTH LOCKWASHER Pt. 267 3487 (2)
- 3/8"-16 HEX NUT Pt. 96000502 (3)
- 3/8" FLATWASHER Pt. 267 3477 (2)
- SHIFTER & STICK ASSEMBLY Pt. 365 6809
- STICK Pt. 238 4331
- 7/16"-20 x 2 3/4 HEX HEAD CAP SCREW Pt. 215 7553
- 7/16" FLATWASHER Pt. 96000561
- 7/16"-20 HEX NUT Pt. 97000404
- 3/8"-16 x 2 3/4 HEX HEAD CAP SCREW Pt. 215 3448
- SPRING CLIP Pt. 119 3783 (2)
- ARM 1ST/REVERSE Pt. 97000115 (4)
- ARM 2ND/3RD Pt. 105 7130
- BRACE Pt. 213 0025
- SPACER BLOCK Pt. 118 0007
- 10-24 x 1 3/8 HEX HEAD CAP SCREW Pt. 228 7146
- 10 FLATWASHER Pt. 97000502
- 10-24 HEX NUT Pt. 267 3818
- 10-24 HEX NUT Pt. 179 1149

IF VEHICLE EQUIPPED WITH SAFETY STEERING COLUMN LOCK, ATTACH THIS HOLE USE STOCK INSULATOR & RETAINING CLIP TO FASTEN.

BAGGED HARDWARE PT. 154 0063

- The stock 1st/Reverse linkage that activates the locking mechanism in the steering column must be disconnected from the shifter. This is accomplished by clamping the two shifter bracket together with the column together with a spacer block between the rod pick-up lever and the 2nd/3rd linkage lever as seen in Fig. 1. These levers are at the lower end of the steering column on the front side of the firewall (engine side). Disconnect and remove all stock linkage between the 2nd/3rd and the shifter control part. Disconnect stock 1st/Reverse linkage from the shifter transmission control shaft only. Do not disturb 1st/Reverse linkage connection at the steering column. Remove the rubber bushing from the stock 1st/Reverse transmission control arm. Press this bushing into the similar size hole in the lower end of the HURST 1st/Reverse arm.
- Remove three of the stock bolts that fasten the extension housing to the transmission case. Assemble the extension bracket, lower bracket leg, and stiffener brace together. Refer to the exploded assembly drawing for proper parts assembly. Fasten this assembly to the extension housing flange with the stock bolts. Tighten all bolts.
- Punch a metal hole through the floor 1" away from the side of the mounting bracket. Use a center punch to locate a two inch diameter hole in floor. The exact size of hole will be determined by operation of shifter stick after installation. Stick should have 1/4" clearance in every direction (in each gear position).
- Install shifter on mounting bracket with hardware supplied as shown in exploded assembly drawing. Tighten nut on bolts after both have been started.
- Assemble rods with respective arms using bushings and spring clips. Refer to exploded assembly drawing for correct parts relationships. Assemble buttons onto rods with bushings and spring clips.
- Install the arm/rod/button assemblies on their respective transmission shafts. Refer to exploded assembly drawing. Fasten with stock nuts and lockwashers.
- Attach stick to shifter using bolts, plate and lockwashers separate bagged hardware package. Pt. 154 0071. Refer to exploded assembly drawing for part number 91 159 0091. Also install gear stop bolts with jam nuts.
- Rotate arms of transmission to their neutral positions (midpoint of full travel of arms). Align levers of transmission and shifter as directed on separate instruction sheet. Refer to separate instruction sheet - "Mastershift/Alignment Instructions" - Form No. 91 159 0020. After installation has been completed according to the directions found on separate sheet (Mastershift Alignment Instructions), and shifter is functioning properly, refer to paragraph 3. Connect the stock 1st/Reverse linkage rod that remains attached to the lower lever at the steering column, to the lower end of the HURST 1st/Reverse transmission control arm (Pt. 105 7135). This is the hole that the stock rubber bushing was in, called in paragraph 1, above. Adjust stock linkage as shown in exploded assembly drawing. The Steering Column Locking mechanism, The Safety Steering Column Lock MUST function exactly as it did with the original stock shifting operation.
- Install boot according to directions on separate instruction sheet.