

# Installation Instructions

Part No. 3738615

## Street Super™ Installation Kit

For various 1955-1982 Fords and Mercurys w/ T&C transmissions. See "Applications" tab on this product's page at [www.hurst-shifters.com](http://www.hurst-shifters.com) for specific vehicle & model year fitment.

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**WORK SAFELY:** Perform this on a good clean level surface for maximum safety and with the engine turned "off". Apply parking brake and 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 disconnect or installation until you are confident that the vehicle is safely secured and will not move.

**ATTENTION:** Due to variations in the auto manufacturing tolerances, the transmission rods supplied with this kit may require slight bending to clear any obstructions, etc. Protect the threads while bending. **BEND RODS COLD! – DO NOT APPLY HEAT!**

### **IMPORTANT WARNING: SAFETY STEERING COLUMN LOCK**

When this shifter is installed in a car that has a steering column lock, the operation of the locking mechanism **MUST** be maintained. Install the reverse arm and connect the original factory linkage as directed by this instruction sheet

This shifter kit is intended to provide optimum shifter location for most cars equipped with a Dearborn four speed transmission. Sheet metal in the floor tunnel area may have to be cut away to gain clearance for the shifter and linkage do to variations in different vehicles.

1. Install the mounting plate on the tailshaft. Three of the mounting bosses on your transmission extension housing will match three of the holes in the mounting plate. If more than one possibility of mounting positions exists, select the one that suits you. Fasten the plate with the three spacers placed between the plate and the bosses on each 5/16" bolt.
2. Install the shifter onto the mounting plate and tighten the mounting bolts.
3. Assemble the arms with their respective rods using the steel bushings and spring clips. Thread the rod adjusting buttons onto the rods to about the middle of the thread length.
4. Install the arm/rod/button assemblies on the transmission shafts beginning with the 1-2 linkage. Rotate the transmission shafts to locate Neutral (mid-position stop between extreme forward stop and extreme rearward stop). \* Fasten the arms with the stock hardware.

\* Reverse Arm Only – Neutral position of arm is ALL THE WAY FORWARD.

5. Insert the steel bushings in the holes in the shifter levers. Adjust all the levers to Neutral position (middle of travel). Insert the Neutral alignment rod through the notches in the frame and the holes in the levers.

6. Adjust each rod adjusting button to permit an easy slip-in fit into the proper steel bushing. TRANSMISSION ARMS MUST REMAIN IN THE NEUTRAL POSITION WHILE ADJUSTING THE BUTTONS. Fasten the buttons in the levers with the spring clips.

7. Remove the neutral alignment rod. Test the operation of the shifter. The stick should move freely from side to side at neutral (between 1-2 and 3-4 shifting paths). Push the stick straight down and pull toward the operator to engage the Reverse lever. If the shifter functions properly, proceed to paragraph 8.

If the stick CANNOT be moved freely between the 1-2 to 3-4 or Reverse path, one or more of the rod adjusting buttons must be turned to make a correction. Move the stick forward to 3<sup>rd</sup>, then back to 4<sup>th</sup>, then to Neutral. Insert the Neutral alignment rod. If the rod CANNOT be inserted freely, the 3-4 rod adjusting button is incorrectly adjusted. Similar testing of the 1-2 shift will prove the alignment of the 1-2 rod adjustment.

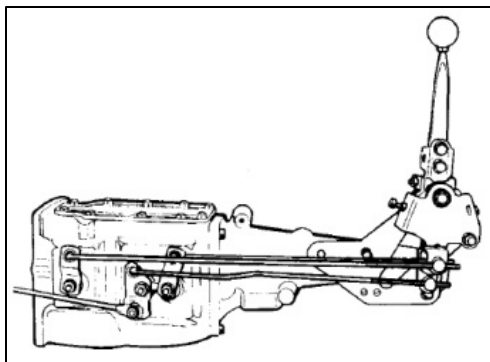
To check the Reverse rod button adjustment, place the stick to Neutral. Disconnect the Reverse rod adjustment button from the Reverse lever. Grasp the rod and push it toward the front of the car. (The Reverse arm disengages the Reverse gear when at the forward end of travel). Install the neutral alignment rod. Adjust the rod adjusting button for easy slip-in fit in the bushing. Reassemble the button in lever and fasten with the spring clips.

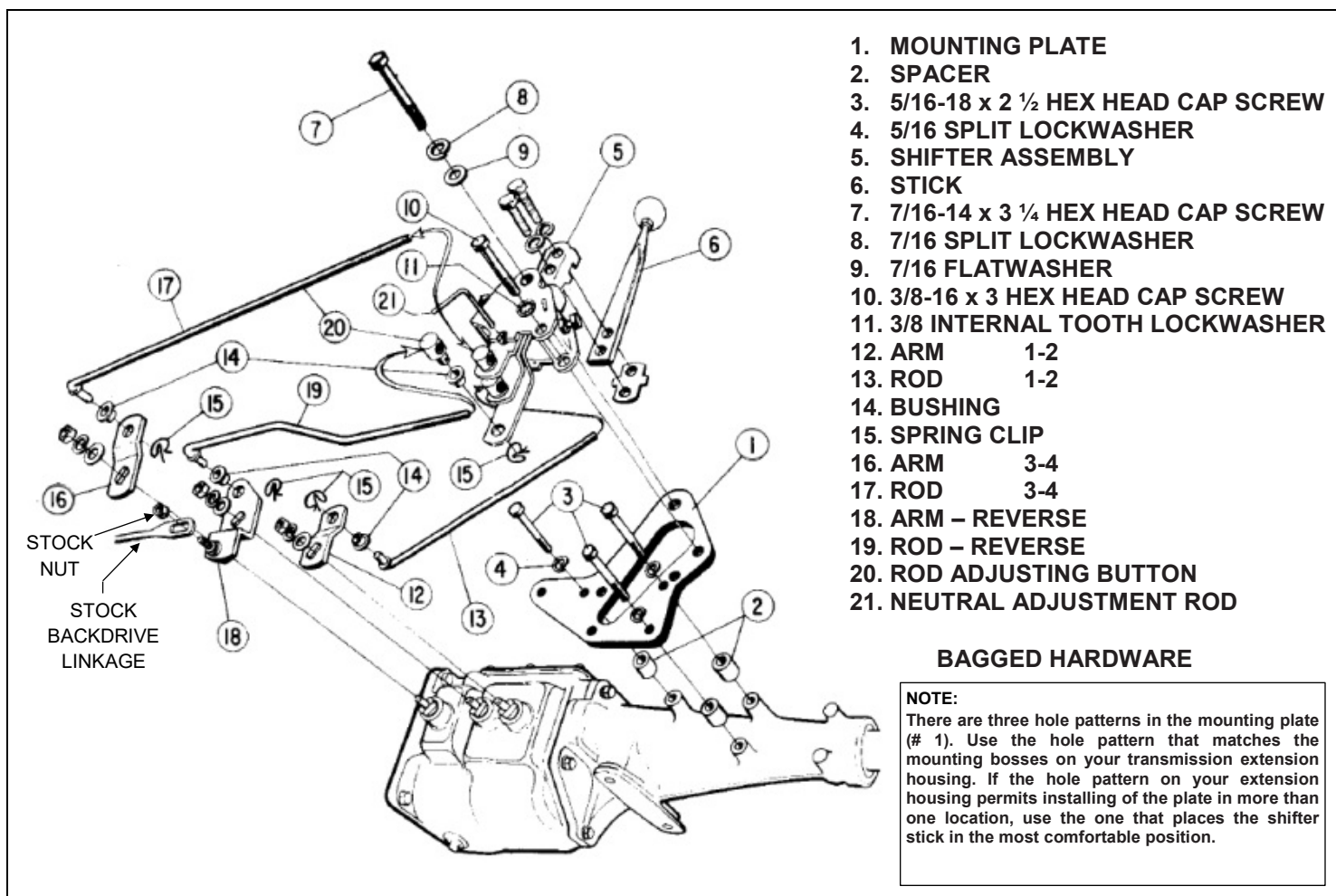
8. Adjust the shifter stop bolts. Back both bolts out of the shifter frame until only a few threads remain engaged. Push stick into 3<sup>rd</sup> gear and hold. Screw 3<sup>rd</sup> gear stop bolt in until contact is felt. Back bolt out one turn and tighten locknut. Pull stick firmly back into 4<sup>th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

### BACKDRIVE CONNECTION

Connect the stock backdrive linkage to the stud on the Hurst Reverse arm. Fasten with the stock nut. Test the operation of the SAFETY STEERING COLUMN LOCK. Move the shifter stick to Reverse and remove the ignition key. The steering column should lock in Reverse only. If the backdrive linkage fails to lock the column or if it prevents the shifter from engaging reverse, adjust the backdrive linkage as necessary to correct and repeat the testing.

**NOTICE: STREET SUPER/SHIFTER** will not fit into stock console equipped autos. Minor trimming may be necessary to fit the floor opening. Hurst Super/Boot finishes installation with a professional appearance.





**IMPORTANT: RETAIN THESE INSTRUCTIONS FOR FUTURE REFERENCE**

### Technical Service

Hurst Performance maintains a highly trained technical service department to answer your technical questions, provide additional product information and offer various recommendations.



**Hurst Performance Products**

(866) 464-6553

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