



## **INSTALLATION INSTRUCTIONS**

### **Indy SSA Universal 3-Speed Shifter**

#### **Part No. 5010002**

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#### **APPLICATIONS**

##### **General Motors 3-Speed Transmissions**

- Buick, 1964-Later
- Chevrolet, 1955-Later
- Chevelle, Camaro, Chevy II, 1962-Later
- Oldsmobile, Standard and Intermediates, 1949-Later
- Pontiac Standard, 1958-Later
- Pontiac, Firebird, Tempest, LeMans, 1964-Later

##### **Chrysler 3-Speed Transmissions**

- Chrysler, Plymouth, Dodge Standard and Intermediate (except Duster, Demon, Challenger), 1957-Later

##### **Ford 3-Speed Transmissions**

- Ford and Mercury Standard, 1949-Later
- Fairlane, Montego, Torino, Meteor, Falcon, Comet, 1962-Later

#### **IMPORTANT INFORMATION**

Please make sure that all parts in the Parts List are included with your Hurst Shifter. If any parts are missing, contact Hurst Performance immediately.

For information on Hurst's Shifter Rebuild Service, see Page 6.

NOTE: The Indy SSA will fit all 6-cylinder, HD and standard 3-speed transmissions, except selector-type gear boxes (single shaft).

Certain applications require a great deal of modification to make this shifter fit.

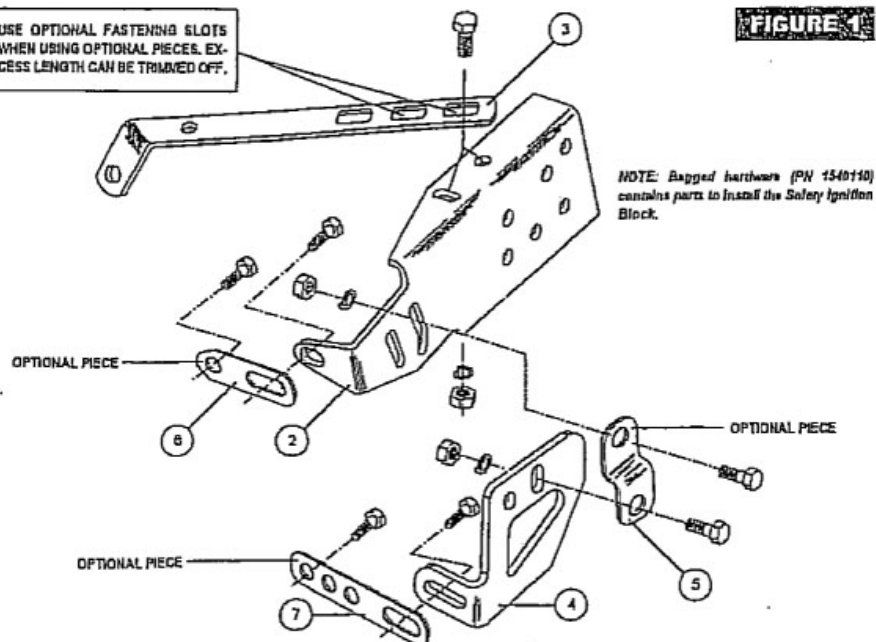
#### **TECHNICAL SERVICE**

The Hurst Technical Service Department is staffed by highly trained individuals who can answer technical questions, provide additional product information and offer various recommendations. Please direct Technical Service calls, correspondence and warranty questions to the following address:

Hurst Performance  
10601 Memphis Ave. #12  
Cleveland, Ohio 44144  
Phone (216) 688-8300 Ext. 500  
Monday-Friday 8:30 A.M. to 5:00 P.M. E.S.T.  
[www.mrgasket.com](http://www.mrgasket.com)

USE OPTIONAL FASTENING SLOTS  
WHEN USING OPTIONAL PIECES. EX-  
CESS LENGTH CAN BE TRIMMED OFF.

**FIGURE 1**



**PARTS LIST:**

1. Shifter .....	501 0004
2. Mounting Bracket .....	117 0212
3. Brace—Mounting Bracket .....	116 0001
4. Mounting Bracket .....	117 0213
5. Extension Support (optional) .....	247 0008
6. Upper Extension (optional) .....	247 0007
7. Lower Extension (optional) .....	247 0006
8. Arm for Milled Shafts .....	105 0005 (2)
9. Arm for Round Shafts .....	105 0004 (2)
10. Rod — 11 1/2" Length .....	213 0002
11. Rod — 15" Length .....	213 0003
12. Rod Adjusting Button .....	119 8057
13. U-Bolt .....	97XS1028 (2)
14. Hex Head Cap Screw (7/16-14 x 1) .....	97090030 (2)
15. Hex Head Cap Screw (7/16-14 x 1/4) .....	97090031
16. 1/2" Flat Washer .....	97000686 (5)
17. 7/16" Lockwasher .....	97000404 (3)
18. Hex Nut (7/16-14) .....	179 4343 (2)
19. Hex Head Cap Screw (5/16-24 x 1) .....	97001805 (3)
20. 5/16" Flat Washer .....	96000559 (3)
21. Hex Nut (5/16-24) .....	97000088 (7)
22. 5/16" Lockwasher .....	97000089 (7)
23. Spring Clip .....	97000015 (4)
24. Pan Head Screw (#10-12 x 1) .....	97090079 (4)
25. Rubber Boot .....	114 8059 (1)
26. Boot Plate .....	185 8060 (1)
27. Bagged Hardware .....	154 0002
28. Ignition Safety Block and related hardware .....	154 0110

## 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 6 for installation instructions. Failure to install the Safety Ignition Block could result in accidental steering lock-up while the vehicle is in motion.

#### GENERAL INFORMATION

The two mounting brackets and mounting bracket brace are used in all installations (See Figure 1). Because this is a universal shifter kit, you may have to use one or more of the three places marked "optional" to clear obstructions on the transmission extension housing. Also, you may have to bend some parts and/or trim others. Assemble the pieces with the hardware supplied. Use the stock transmission bolts to fasten brackets to the transmission.

**NOTE:** You may have to place some of the 7/16" diameter washers supplied between the mounting bracket and the transmission.

Determine which pieces are needed for your installation and assemble them loosely on the transmission. Do not tighten any nuts and bolts until after all of them have been started (See Figure 2). Some installations may require modification to the floorpan for clearance.

#### BACKDRIVE MODIFICATION

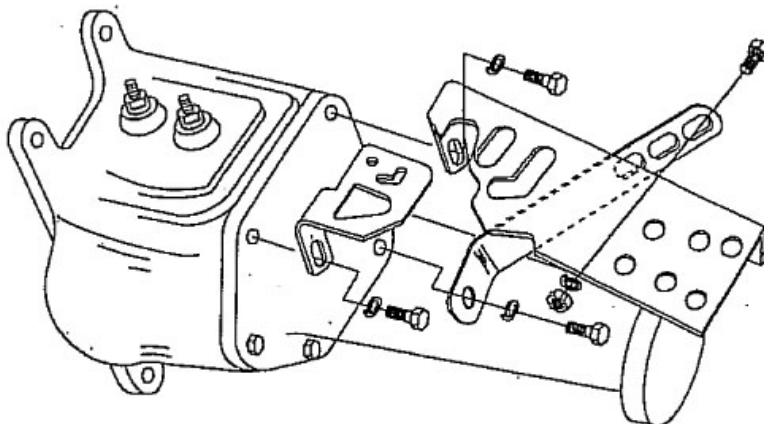
##### 1968-Later Cars with Backdrive Steering Lock

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.

**FIGURE 2**



## INSTALLING THE SHIFTER

### Step 1

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

Because this is a universal shifter kit, you may have to use one or more of the three pieces marked "optional" to clear obstructions on the transmission extension housing (see Figure 1). Also, you may have to bend some parts and/or trim others. Assemble the pieces with the hardware supplied. Use the stock transmission bolts to fasten brackets to the transmission.

**NOTE:** You may have to place some of the 7/16" diameter washers supplied between the mounting bracket and the transmission.

### Step 2

Select one of the mounting holes in the mounting bracket to fasten the shifter. Punch a small hole up through the floor in line with the selected hole in the bracket. Using this hole as a guide, cut a 2 1/2" diameter hole. Fasten the shifter to the mounting bracket. Enlarge the hole, if necessary, after the shifter installation is complete.

### Step 3

Fasten the shifter to the selected hole in the mounting bracket.

### Step 4

#### Arms for Milled Control Shafts

Select the slots that locate the flat arms in the best position (most vertical position in NEUTRAL.) See Figure 4. Note the rotation of transmission control shafts in Figure 3. When both shafts are in NEUTRAL, the arms should be positioned as shown in Figure 7. Use stock hardware to fasten these arms.

#### Arms For Round Control Shafts

A slot must be filed in the round shafts to accept the U-bolt that fastens them (See Figures 5, 6A, 6B, and 6C).

**CAUTION—**Do not file slots too deep.

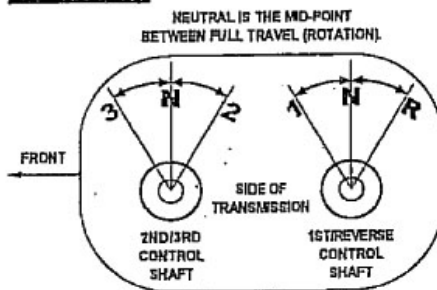
Select the two shafts that suit your installation. Loosely assemble the linkage between the arms and shifter.

File the slots using a 3/8" diameter round coarse file. File slots in both shafts in a similar manner. Fasten arms to shafts with U-bolts and nuts.

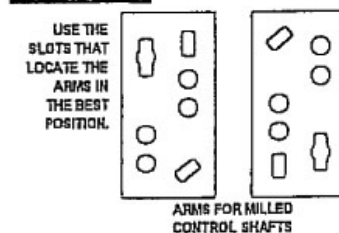
### Step 5

Connect the linkage, then grind off any part of the transmission arms that interferes with operation. Note that there are two holes in the arms and two holes in each lever of the shifter. Use the combination of holes that gives the desired travel of the stick (See Figure 7).

**FIGURE 3**

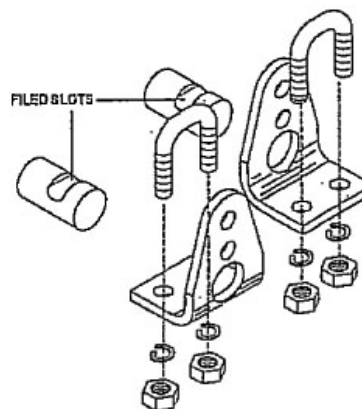


**FIGURE 4**



**FIGURE 5**

#### ARMS FOR ROUND CONTROL SHAFTS



#### Step 5 Continued

Check the position of the stick to be sure that it is not located too far forward or too far back. If necessary, adjust the buttons equally in the required direction to relocate the stick.

Cut off any excess length of rods beyond the rod buttons. Excess rod length may interfere with operation (see Figure 7).

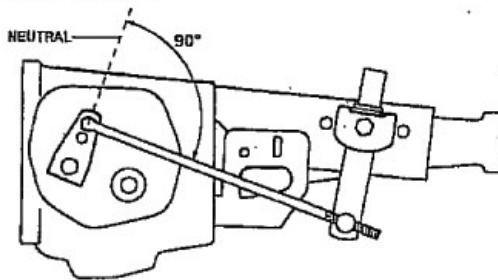
#### Step 6

Fasten linkage, then test the shifter. NOTE: Do not start the engine. The stick should move smoothly through the gears. If shifting is difficult, shift levers are not parallel (see Figure 7). Disconnect the linkage and make sure that both arms are at NEUTRAL (rotate them to be sure). Carefully adjust buttons to bring edges of levers parallel. Assemble the linkage and test the shifter.

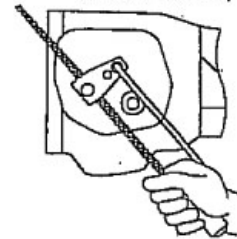
#### Step 7

To install the boot, remove the knob and slide the boot down to the floor. Drill holes through the floor using holes in the boot as guides. Fasten the boot to the floor with #10 x 1" pan head screws and flat washers.

**FIGURE 6A**

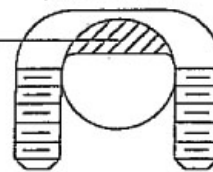


**FIGURE 6B**

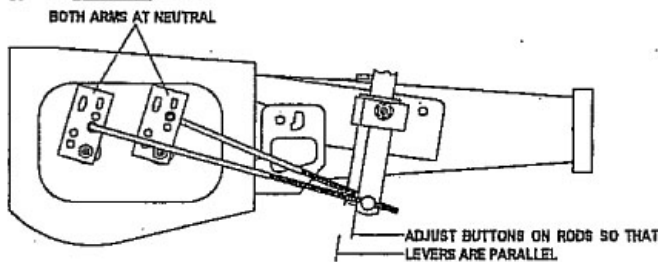


**FIGURE 6C**

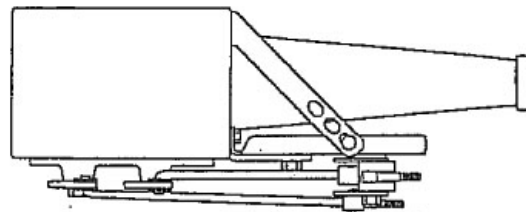
CAUTION—  
Do not file slots too deep—



**FIGURE 7**



**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.

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

### Step 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.

### Step 2

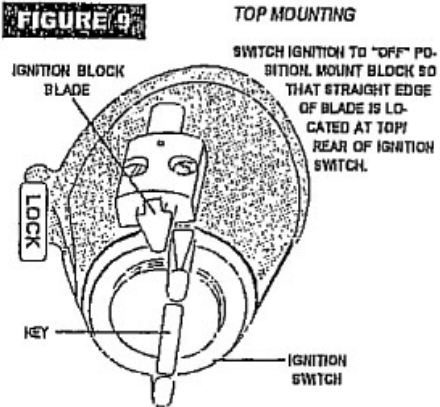
Hold the Safety Ignition Block in the mounting position determined in Step 1. Use the mounting holes as guides for drilling holes in the steering column housing. See Figure 11. Using a #32 drill bit (.116" diameter), drill two holes to a depth of 9/32".

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

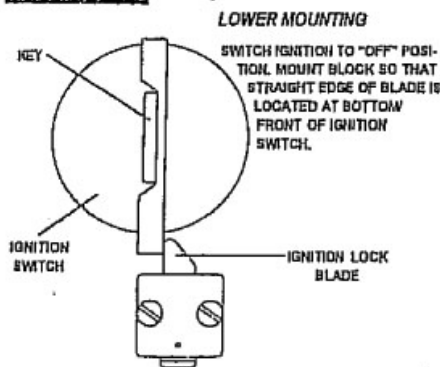
### Step 3

Mount the Safety Ignition Block to the column housing using bagged hardware supplied with the shifter (PN 1540110). 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.

**FIGURE 9**



**FIGURE 10**



**FIGURE 11**

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

**CAUTION—**  
DO NOT DRILL DEEPER THAN 9/32".

