



Installation Instructions

Part No. 3670006

Mastershift 3-Speed Installation Kit

For 1969-1987 Chevrolet 1/2 & 3/4 ton 2wd trucks, Blazer and Suburban, and
1968-1981 GMC trucks, w/Saginaw or Muncie Transmission

Rev 02/27/2020

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.

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.

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!**

1. The stock 1st/Reverse linkage that activates the locking mechanism in the steering column must be altered to function with the HURST Shifter. This is accomplished by clamping the two shifting levers in the steering column together with a spacer block between the column pick-up lever and the 2nd/3rd linkage lever as seen in Figure 1. These levers are at the lower end of the steering column on the front side of the firewall (engine side).

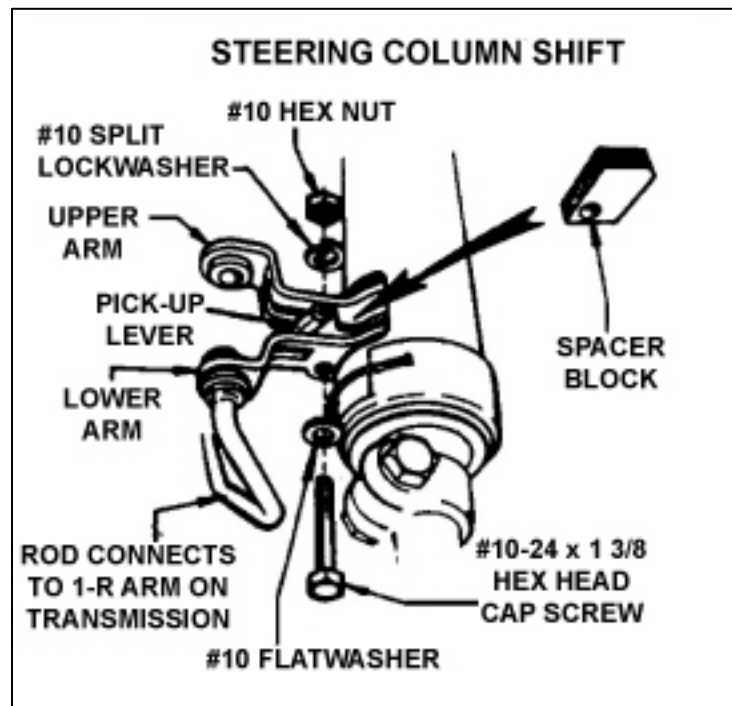
Disconnect and remove all stock linkage between the 2nd/3rd column lever and transmission control shaft. Disconnect the stock 1st/Reverse linkage from the transmission control shaft only. Do not disturb 1st/Reverse linkage connection at the steering column. Remove the rubber bushing from the stock 1st/Reverse transmission control arm. Press this bushing into the similar size hole in the lower end of the HURST 1st/Reverse arm.

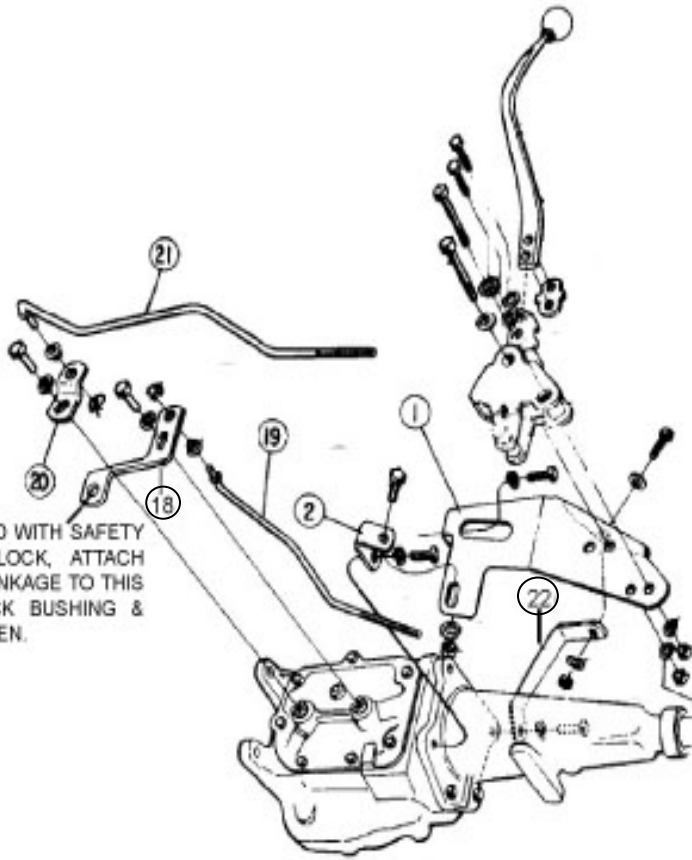
2. Remove three of the stock bolts that fasten the extension housing to the transmission case. Assemble the mounting bracket, lower bracket leg, and stiffener brace together. Refer to the exploded assembly drawing for proper parts assembly. Fasten this assembly to the extension housing flange with the stock bolts. Tighten all bolts.

3. Punch a small hole through the floor 1" away from the side of the mounting bracket on the centerline of top shifter mounting bolt. Use this hole as a center to locate and cut a two inch diameter hole in the floor. The exact size of the hole will be determined by operation of shifter stick after installation. Stick should have 1/4" clearance in every direction (in each gear position).

4. Install the shifter on the mounting bracket with hardware supplied as shown in exploded assembly drawing. Tighten the nuts on the bolts after both have been started.
5. Assemble rods with the respective arms using bushings and spring clips. Refer to the exploded assembly drawing for correct parts relationships. Assemble buttons onto rods with bushings and spring clips.
6. Install the arm/rod/button assemblies on their respective transmissions shafts as shown on the assembly drawing. Fasten with stock nuts and lock washers.
7. Attach the stick to the shifter using bolts, plate and lock washers supplied in the separate bagged hardware package. Also, install the gear stop bolts with the jam nuts.
8. Rotate the arms of the transmission to their neutral positions (mid-point of full travel of arms). Align the levers of the transmission and shifter as directed on separate instruction sheet (Refer to Mastershift Alignment Instructions). After installation has been completed according to the Mastershift Alignment Instructions and the shifter is functioning properly, check the clearance of the hole cut in the floor for the stick (see Step 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. This is the hole that the stock rubber bushing was installed in in Step 1 above. Adjust the stock linkage as necessary to achieve function of the Safety Steering Column Locking mechanism. The Safety Steering Column Lock MUST function exactly as it did with the original stock shifting operation.
9. Install the boot according to directions on the separate Boot Installation instructions.

Figure 1





IF VEHICLE IS EQUIPPED WITH SAFETY STEERING COLUMN LOCK, ATTACH STOCK 1ST/REVERSE LINKAGE TO THIS HOLE. USE THE STOCK BUSHING & RETAINER CLIP TO FASTEN.

CONTENTS OF KIT

- 1-BRACKET** **1170045**
- 2-BRACKET LEG** **1170044**
- 18-ARM 1st/REVERSE** **1057135**
- 19-ROD 1st/REVERSE** **2130024**
- 20-ARM 2nd/3rd** **1057130**
- 21-ROD 2nd/3rd** **2130025**
- 22-BRACE** **1160007**

BAGGED HARDWARE 1540053

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

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