

# ! WARNING

**THIS SHIFTER IS  
FOR RACING USE ONLY  
NOT FOR STREET USE!**

## READ ALL OF THIS INFORMATION CAREFULLY

1. All adjustments must be made with shifter and transmission in *Neutral (N)*.
2. Adjustments are critical and must be precise.
3. Do not mix components (all parts including cable must be Hurst components provided with kit).
4. If a shifter is removed and reinstalled, adjustments must be checked, and re-adjusted.
5. Always check cable for freedom of motion before connecting at shifter and transmission arm.
6. Routing of cable should avoid sharp bends—(*permanent* damage of cable will result).

*FAILURE TO COMPLY WITH ANY OF THE ABOVE MAY RESULT IN MALFUNCTION OF SHIFTER OPERATION. DAMAGE TO CABLE DUE TO SHARP BENDING OR KINKING IS NOT COVERED BY WARRANTY.*



# QUARTER STICK

## INSTALLATION INSTRUCTIONS 316 0014

These instructions detail the installation of Hurst Quarter Stick shifters for the control of Ford C4 and C6 transmissions and the Chrysler 904 and 927 transmissions. The shifter can be mounted directly to the floor of the vehicle under four sheet metal screws supplied, or can be fixed to be quickly attached and released by use of a Quick release plate and quick-release pins.

Four spacers (Pt. 2280113) are provided with the aluminum enclosure package (Pt. 130 0038). These spacers are to be fastened to the inside surface of the aluminum cover with epoxy adhesive. See section view on page 4.

Specifications for making a "Quick release plate" are found on page 4 of this sheet. This plate is to be made from 1/8" thick aluminum or steel, and allows shifter to be installed and

removed by simply inserting and withdrawing quick release pins (not included). The aluminum cover and the quick release pins are available from Hurst. Order Pt. 130 0038.

A Quick Release plate is also available from Hurst Performance dealer outlets. Ask for Part No. 195 0209

## CONTENTS OF KIT

- |   |                            |
|---|----------------------------|
| 1. SHIFTER ASSEMBLY                         | FORD/CHRYSLER—PT. 316 0017 |
| 2. 1/4" x 1" SELF-TAPPING SHEET METAL SCREW | PT. 272 5699 (4)           |
| 3. 1/4" FLATWASHER                          | PT. 267 3478 (4)           |
| 4. CABLE                                    | PT. 120 0025               |
| 5. COTTER PIN                               | PT. 190 3539 (2)           |
| 6. CABLE ATTACHMENT CLIP                    | PT. 127 5702               |
| 7. CABLE SUPPORT CLAMP                      | PT. 126 0013               |
| 8. CABLE ATTACHMENT PIN                     | PT. 189 0011               |
| 9. 3/8-16 SELF-LOCKING HEX-NUT              | PT. 179 5959               |

Refer to drawings of Cable Termination at Transmissions on Page 2 for further Parts Identification.

### CHRYSLER INSTALLATIONS—TORQUE-FLITE 904 & 727

- |                                    |                  |
|------------------------------------|------------------|
| 10. BRACKET—TRANS —CABLE MOUNTING  | PT. 117 0094     |
| 11. ARM—TRANSMISSION CONTROL SHAFT | PT. 105 0082     |
| 12. 5/16" FLATWASHER               | PT. 267 3481 (4) |

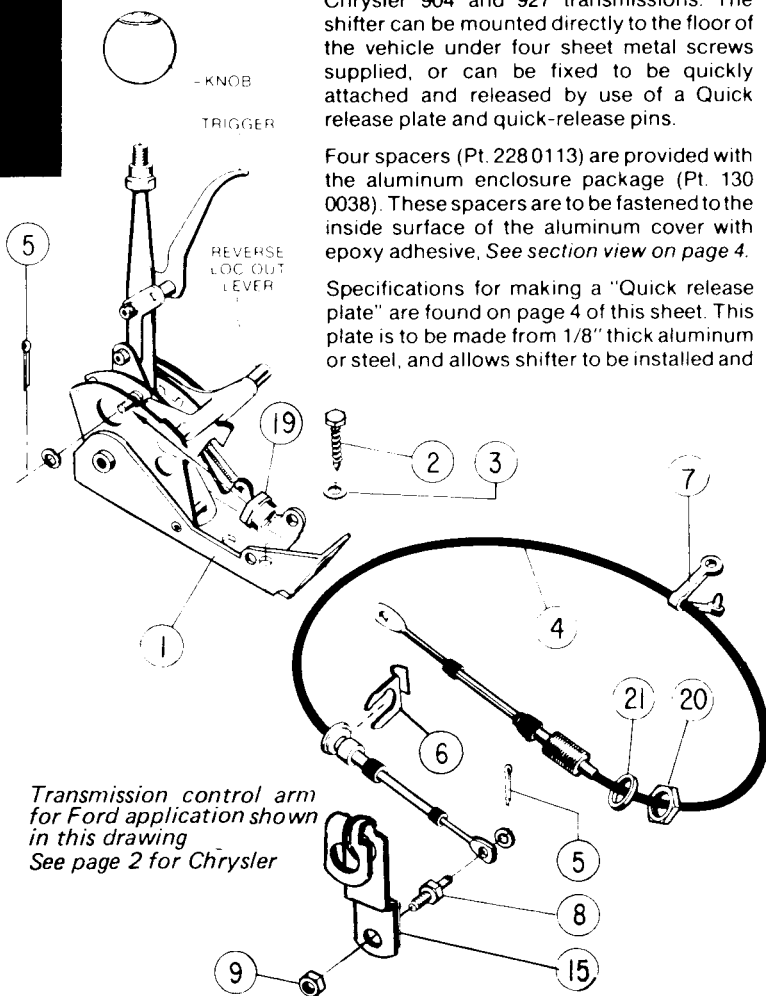
### FORD INSTALLATIONS—C4 & C6

- |                                      |              |
|--------------------------------------|--------------|
| 13. BRACKET—TRANS —CABLE MOUNTING—C4 | PT. 117 0037 |
| 14. BRACKET—TRANS —CABLE MOUNTING—C6 | PT. 117 0038 |
| 15. ARM—TRANSMISSION CONTROL SHAFT   | PT. 105 0081 |

### CHRYSLER AND FORD INSTALLATIONS

- |                                      |              |
|--------------------------------------|--------------|
| 16. 1/4-28 x 1-1/2 HEX-HEAD CAPSCREW | PT. 215 4052 |
| 17. 1/4" SPLIT LOCKWASHER            | PT. 267 3471 |
| 18. 1/4-28 SQUARE NUT                | PT. 179 0056 |
| 19. BEZEL NUT                        | PT. 179 0089 |
| 20. HEX-NUT                          | PT. 179 0090 |
| 21. FLATWASHER                       | PT. 267 0097 |

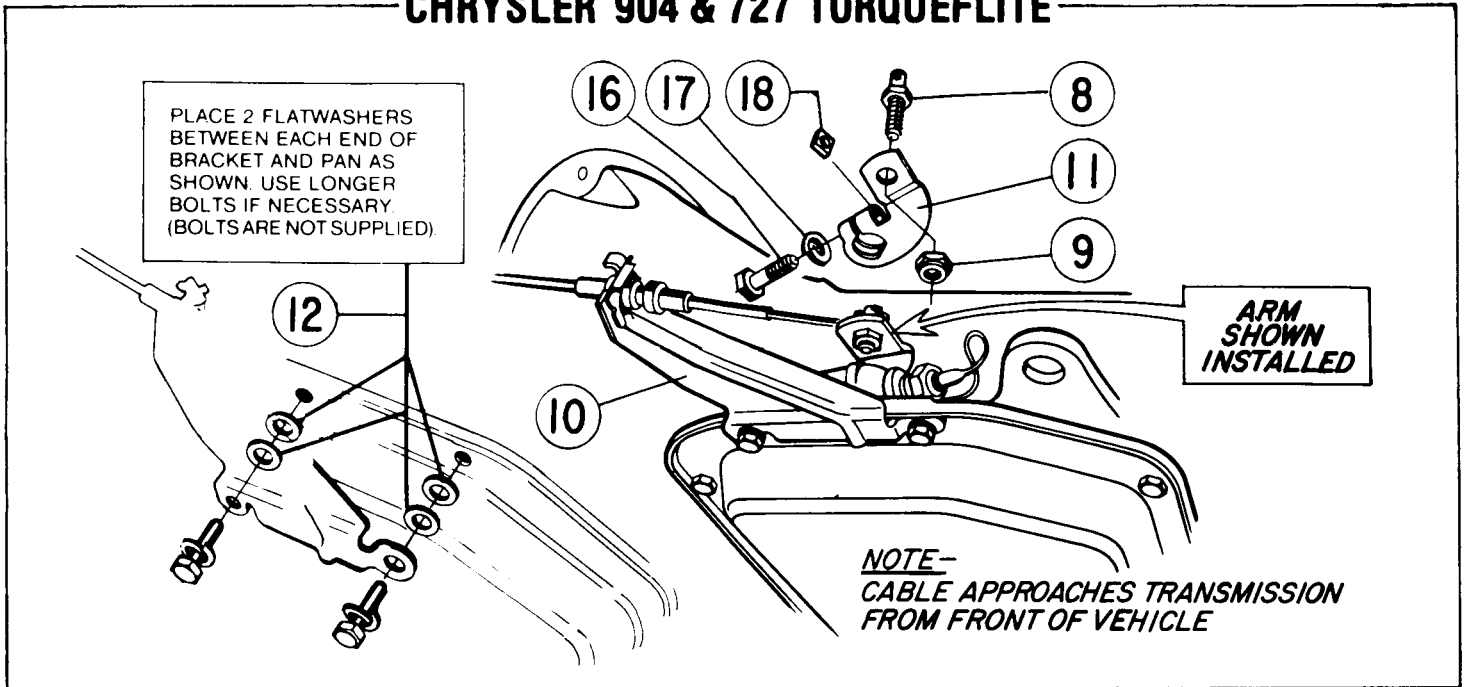
BAGGED HARDWARE PACKAGES—PT. 154 0179  
—ALSO PT. 154 0184 (CABLE)



Transmission control arm for Ford application shown in this drawing See page 2 for Chrysler

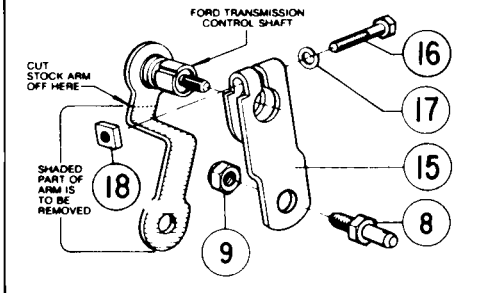
# CABLE CONNECTIONS AT TRANSMISSION CONTROL SHAFT

## CHRYSLER 904 & 727 TORQUEFLITE



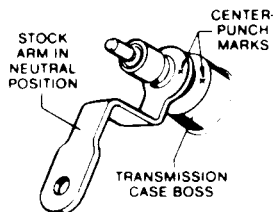
## FORD INSTALLATIONS

### REMOVAL OF STOCK FORD ARM— INSTALLATION OF HURST ARM

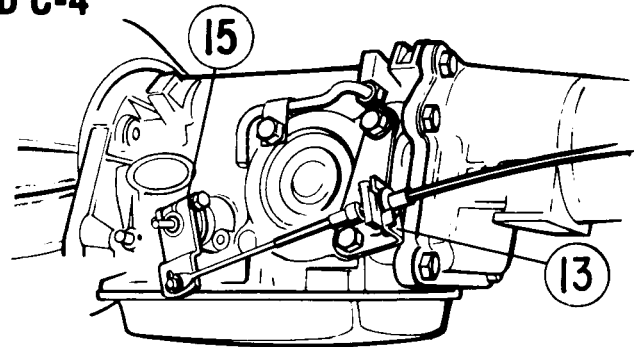


CUT SHADED PART OF STOCK ARM OFF. INSTALL HURST ARM ON SHAFT (CABLE PIN LOOSELY INSTALLED IN ARM). DO NOT TIGHTEN CLAMP BOLT. MOVE SHIFTER STICK TO "N" (NEUTRAL). PLACE CABLE END ON PIN. ADJUST ARM TO POSITION WHERE PIN IS AT CENTER OF SLOT. TIGHTEN CLAMP BOLT. TIGHTEN NUT ON PIN.

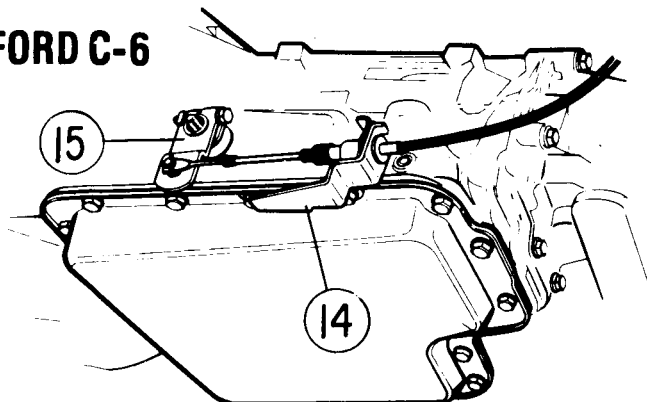
ROTATE STOCK ARM TO "N" (NEUTRAL). USE CENTER-PUNCH TO MAKE MARK ON ARM AND CORRESPONDING MARK ON TRANSMISSION CASE BOSS



### FORD C-4



### FORD C-6



See page 1 for Part identification by numbers circled.

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Carefully direct threaded end of cable through shifter frame toward cable stud as shown in exploded view. Secure threaded portion of cable housing to shifter frame as shown using bezel nut (Item #19), hex nut (Item #20), and flatwasher (Item #21). Center thread so that an equal amount is visible on each end after nuts are finger tightened.

Temporarily slide end of cable on stud to insure proper routing through shifter. Refer to detail drawing. Shift to neutral, then slide cable off of pin.

Remove stock transmission arm. Assemble the cable pin in the Hurst arm with hex nut as shown. Install the arm on transmission control shaft. Install cable bracket on transmission. Refer to directions with the illustration

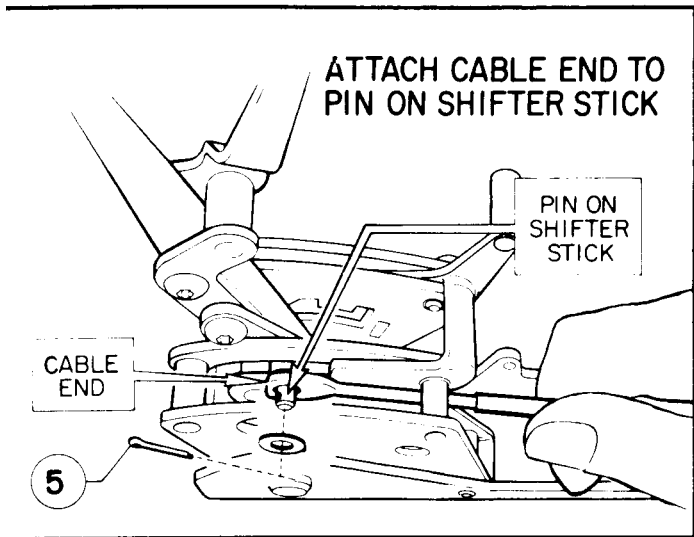
of your installation. Carefully route the cable toward the transmission cable mounting bracket and fasten in place with the cable attachment clip (Item #6). Push clip in until it is seated against ferrule on cable and front face of transmission cable mounting bracket. (CAUTION—AVOID SHARP BENDING OF CABLE. CABLE WILL BE PERMANENTLY DAMAGED BY ANY SHARP BENDING.)

Locate cable hanger (Item #7) to apply support where it is most needed. Drill a 1/4 diameter hole through floor for cable hanger. Fold clamp around cable, push split end through hole in floor. Push pointed end through split end. Apply force until joint snaps together.

Rotate transmission arm to neutral (see illustration of shifter and transmission arm) and secure moveable end of cable to pin with flatwasher and cotter pin.

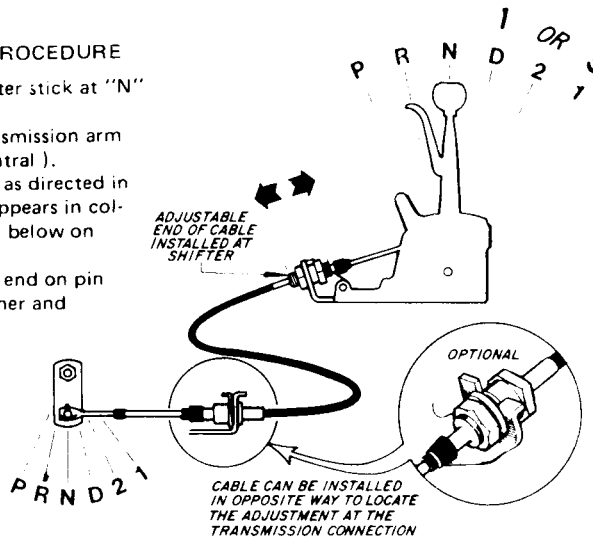
At shifter note position of moveable spade end of cable relative to cable stud. Shifter should be in neutral. Using the retaining nuts at threaded portion of cable, adjust the cable until spade end will freely enter on to cable stud. Shift through each gear position (up & down) and check for free entry of cable end on stud in each gear position—re-adjust if necessary to insure proper function. When satisfied with adjustment, tighten retaining nuts on threaded portion of cable without disturbing previous adjustment. Install cotter pin on stud and secure.

NOTE: If adjustment feature of cable is installed at transmission end, the same procedure for adjustment must be used, while a helper is shifting the Quarter Stick.



#### ALIGNMENT PROCEDURE

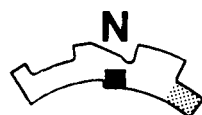
1. Position shifter stick at "N" ( Neutral ).
2. Position transmission arm at "N" ( Neutral ).
3. Adjust cable as directed in text which appears in column directly below on this page.
4. Fasten cable end on pin with flatwasher and cotter pin.



## SHIFTING PATTERNS

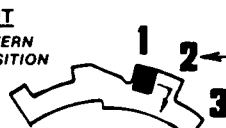
### REARWARD MOTION

USE TRIGGER TO DIS-ENGAGE



REVERSE VALVE BODY

**IMPORTANT**  
REVERSE PATTERN ONLY. 3RD POSITION FULL TO REAR



STOP ACTION DESIGNED FOR REVERSE VALVE BODY ONLY

FORWARD PATTERN



NO STOP ACTION ON FORWARD PATTERN

### FORWARD MOTION

PUSH REVERSE LOC—OUT FORWARD TO RELEASE



USE TRIGGER TO DIS-ENGAGE



# QUICK-RELEASE FLOOR PLATES

OPTIONAL ALUMINUM COVER (PT. 130 0038)

## OPTIONAL

IF SHIFTER IS FASTENED DIRECTLY TO FLOOR (QUICK-RELEASE PLATE IS NOT USED)—REFER TO SECTIONED DRAWING BELOW.

