



# MASTERSHIFT

## INSTALLATION INSTRUCTIONS

U.S. PATENT NO. RE25,561 & 3,052,135

### ATTENTION

DUE TO VARIATIONS IN AUTO MANUFACTURING TOLERANCES, THE TRANSMISSION RODS SUPPLIED WITH THIS KIT MAY REQUIRE SLIGHT BENDING TO CLEAR OBSTRUCTIONS, ETC. PROTECT THREADS WHEN BENDING RODS.  
**BEND RODS COLD - DO NOT APPLY HEAT**

Disconnect 1st-Rev. rod at transmission control arm only. The stock 1st-Rev. rod is to remain connected to steering column lever. Remove 2nd-3rd stock linkage completely at both ends.

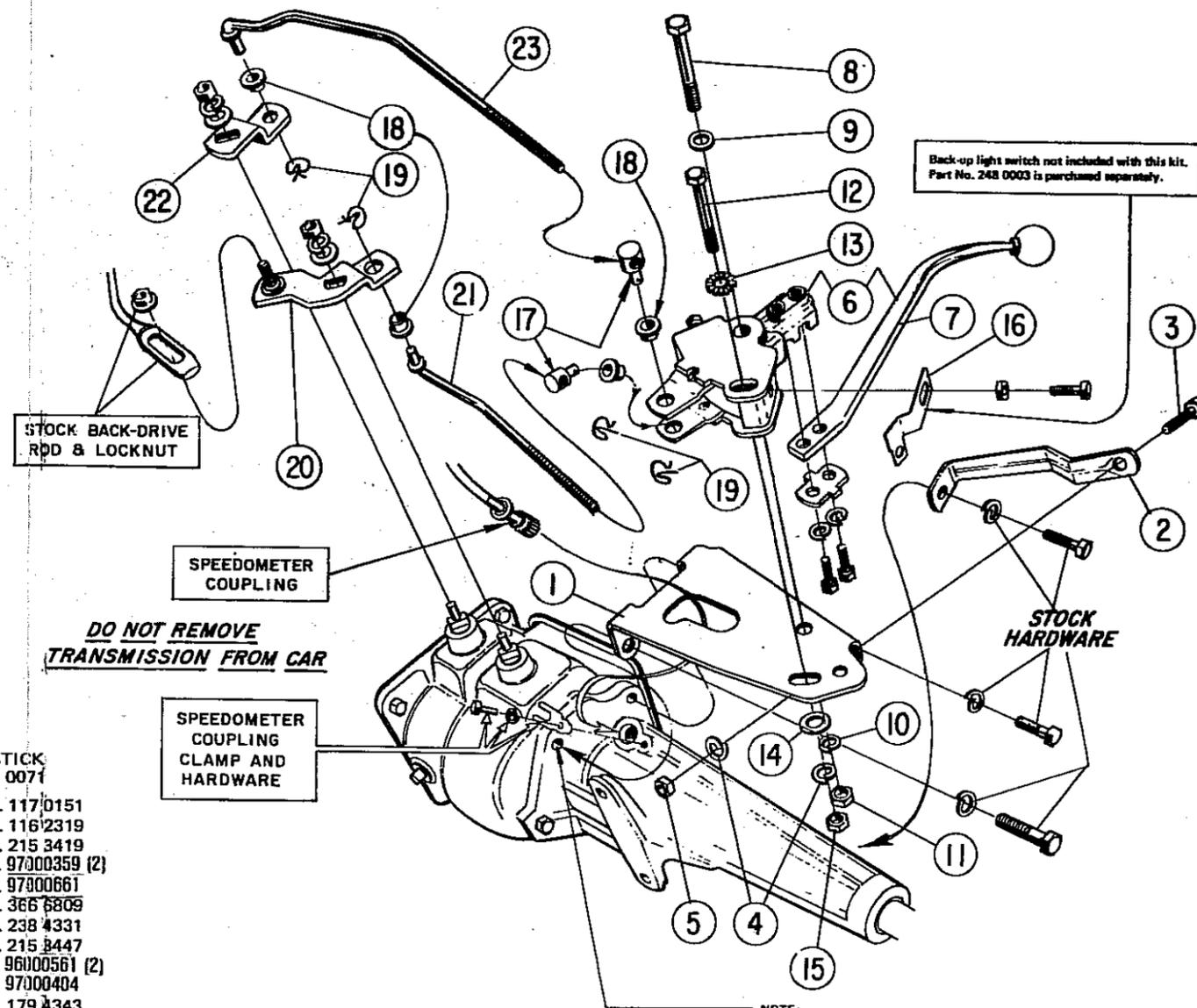
- Assemble bracket and brace with bolt, split-lockwasher and hex-nut as shown in exploded assembly drawing.
- Disconnect speedometer cable coupling from transmission and pass it through hole in shifter mounting bracket. Re-connect cable coupling to transmission. Attach bracket and stiffener brace assembly to transmission as shown in assembly view, use stock transmission bolts. Tighten all bolts after all have been started.
- Pierce a small hole through the floor directly in line with the top shifter mounting hole in bracket, about one inch away from the surface of the bracket. Use this pierced hole as a center to cut a hole large enough to clear shifter. Hole should have 1/4" clearance around shifter.
- Install the shifter on the bracket and brace assembly (enlarge the opening in the floor tunnel, if necessary). Tighten all mounting hardware.
- Assemble arms with respective rods using bushings and spring clips. Refer to exploded assembly drawing and select correct rods from parts list according to the vehicle (late or early). Thread rod adjusting buttons onto rods. Refer to separate shifter alignment instruction sheet for further directions to align and assemble linkage.

After linkage has been connected and shifter is operating properly, connect the backdrive linkage to the 1-R arm. Refer to instructions printed on the other side of this sheet for proper connection

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BAGGED HARDWARE - Pt. 154 0013



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