



UNIVERSAL FLOOR SHIFT CONVERSION KIT

#7666 & #7667

These instructions apply to the following MR. GASKET products:

7666 - Universal Floor Shift Conversion Kit, Fits Most Rear-Wheel Drive Passenger Car Applications With 3-Speed Manual Transmissions

7667 - Universal Floor Shift Conversion Kit, Fits Most Pick-Up Truck Applications With 3-Speed Manual Transmissions

INSTALLATION INSTRUCTIONS

WORK SAFELY

Perform this installation on a good, clean, level surface for maximum safety and with the engine turned "OFF".

Installation of this shifter requires working underneath the vehicle. Raise vehicle by lifting at points specified by the vehicle manufacturer. Place blocks or wedges in front of and behind both rear wheels to prevent movement in either direction. Support the vehicle with approved automotive support stands or wheel ramps.

DO NOT USE A BUMPER JACK FOR SUPPORTING VEHICLE.

USE EXTREME CARE AND CAUTION WHEN WORKING UNDERNEATH VEHICLE.

Never get near or under vehicle until you are confident that it is safely supported and will not move or fall from its raised position.

The following parts are included in this package:

Qty.	7666 Part No.	7667 Part No.	Description
1	97091037	9709137	Knob
1	501 0004	501 0025	Shifter Assembly
1	117 0001	117 0001	Bracket - Mounting
1	116 0001Z	116 0001Z	Brace - Stiffener
1	247 0005Z	247 0005Z	Support - Lower Mounting
1	247 0008Z	247 0008Z	Support - Extension (Optional Use)
1	247 0007Z	247 0007Z	Support - Upper (Optional Use)
1	247 0006Z	247 0006Z	Support - Lower (Optional Use)
2	105 0005Z	105 0005Z	Transmission Arm - For Milled Shafts
2	105 0004Z	105 0004Z	Transmission Arm - For Round Shafts
1	213 0002Z	213 0190Z	Linkage Rod
1	213 0003Z	213 0192Z	Linkage Rod
1	179 8805	179 8805	Jam Nut
1	154 0002	154 0176	Bagged Hardware
2	119 8057PO	119 8057PO	Rod Adjusting Button
1	-	425 0005PO	Coupling-Rod Extension
1	-	213 0209Z	Rod-Threaded
2	97X91028	97X91028	"U" Bolt
2	97090030	97090030	7/16-14 x 1 Hex Head Bolt
1	97090031	97090031	7/16-14 x 1-1/4 Hex Head Bolt
5	97000686	97000686	1/2" Flatwasher
3	97000404	97000404	7/16" Lockwasher
2	179 4343	179 4343	7/16-14 Hex Nut
3	97001805	97001805	5/16-24 x 1 Hex Head Bolt
3	96000559	96000559	5/16" Flatwasher
7	97000088	97000088	5/16-24 Hex Nut
7	97000089	97000089	5/16" Lockwasher

Qty.	7666 Part No.	7667 Part No.	Description
4	97000015	97000015	Spring Clip
4	97090079	97090079	#10-12 x 1 Pan Head Screw
1	114 8058	114 8058	Rubber Boot
1	195 2590	195 2590	Trim Plate
1	1540110	1540110	Hardware Kit
1	1010010	1010010	Ignition Block Adapter
1	1120007	1120007	Ignition Block
1	2280062	2280062	Spacer
2	2720008	2720008	Screw, 6-32 x 7/16
2	2720009	2720009	Screw, 6-32 x 5/8

SHIFTER INSTALLATION

1. Place factory shifter in NEUTRAL position. Disconnect and remove stock linkage. Remove stock column shift lever by driving pin out.

STEERING COLUMN LOCK-BACKDRIVE LINKAGE MODIFICATION FOR 1969 & LATER VEHICLES.

Steering column lock activated by the shifting linkage must be modified as follows: Secure the 1st/REVERSE lever (located at the front of steering column, ahead of firewall in engine compartment,) in its REVERSE position so it cannot move. This will allow column to "LOCK" when the ignition key is turned to the "OFF" position and withdraw freely out of lock.

The SAFETY IGNITION BLOCK device supplied with this kit MUST be installed as shown on page 4.

2. Remove Mr. Gasket shifter from mounting bracket. Be careful when removing, as internal components of shifter mechanism will become loose and may separate from housing. Install bracket to transmission as shown.
NOTE: Three basic brackets (items 3, 4 & 5) are used in all installations to mount the shifter. You may have to bend or trim some of the brackets for clearance purposes and to help ease assembly. Three optional pieces (items 6, 7 & 8) are used when it is necessary to clear obstructions on trans-mission extension housing. Assemble using 5/16-24 X 1" hex head bolts, lockwashers and hex nuts supplied. REFERTO FIG. 1.

Vehicles equipped with an Overdrive Transmission have a cross-member support located underneath the floor-board, this may interfere with the shifter installation. Cut a section of the cross-member support out of floorboard or trim the shifter mounting bracket for clearance. Overdrive Transmission installations may require using optional support pieces (items 6, 7 & 8).

NOTE: 1/2" diameter flatwashers are supplied to be used as spacers between the mounting brackets and transmission flange. Longer length 7/16" diameter bolts are supplied if needed.

Tighten all bolts and nuts after brackets have been assembled. REFER TO FIG. 2.

3. Remove stick from shifter mechanism. Select one of the holes in the side of mounting bracket, depending on location of seat and dashboard, to fasten shifter mechanism. Punch a small hole up through the floor tunnel in line with the selected hole in the mounting bracket. Drill a series of holes through floor tunnel to create a 2-1/2" diameter opening. Deburr opening using a file. Enlarge opening if necessary for shifter installation. Attach stick to shifter mechanism using two (2) 3/8-16 X 1" hex head bolts and lockwashers supplied. Tighten bolts securely.
4. Fasten shifter to the selected holes in mounting bracket and tighten securely. Shifter mechanism should be centered between dash and seat.

TRANSMISSION ARM/LINKAGE ROD INSTALLATION

1. Be sure both transmission control shafts are in the NEUTRAL position (REFER TO FIG. 3). Remove stock transmission arms and select the correct arms for transmission that is being used. REFER TO FIG. 4.

FLAT ARMS FOR MILLED TRANSMISSION CONTROL SHAFTS

Use the slots that locate arms in the most vertical position in NEUTRAL. Refer to illustration (FIG. 3) that shows positions and rotation of transmission control shafts. Transmission arms should be in the most vertical position when both control shafts are in NEUTRAL. Use factory hardware to fasten arms to control shafts.

90 DEGREE ARMS FOR ROUND TRANSMISSION CONTROL SHAFTS

A groove must be filed in the round control shafts to accept the "U" bolt that secures transmission arms. To locate correctly, install transmission arms onto control shafts in the most vertical position in NEUTRAL. Align and mark the area that must be modified, create a groove using a 3/8" diameter round coarse file. Make grooves in both control shafts in similar manner. **CAUTION:** Do not file slots too deep. REFER TO FIG. 5.

Use "U" bolts and hex nuts supplied to fasten arms to control shafts. REFER TO FIG. 4.

2. Assemble threaded rod buttons onto linkage rods and connect linkage rods to transmission arms and shifter levers. Notice there are two (2) holes in the transmission arms and two (2) holes in each lever of the shifter mechanism. Use the combination of holes that allow adequate clearance for linkage rods and desired travel of the shifter stick. If a linkage rod needs to be longer, a threaded rod 9-1/2" long is included with a coupling to extend the linkage rod length. Grind off any part of transmission arms that interfere with operation. With both control shafts in NEUTRAL, adjust the rod buttons on linkage rods to bring the levers of the shifter assembly exactly parallel to each other. Check the position of shifter stick to be sure that it is not located too far forward or too far back. If necessary, adjust rod buttons equally in required direction to relocate the position of the stick. Cut off any excess length of rod beyond rod buttons that may interfere with shifter operation. REFER TO FIG. 6.
3. Fasten linkage securely using supplied spring clips. Test shifter (DO NOT START ENGINE), stick should move smoothly through entire gear pattern. If shifting is difficult, shifter levers may not be parallel. Place shifter in NEUTRAL position. Disconnect linkage and be sure both

arms are in NEUTRAL (rotate arms to NEUTRAL position). Adjust rod buttons to bring both levers parallel. Reassemble linkage and test shifter.

4. **SHIFTER STICK ANGLE ADJUSTMENT** - Observe stick from driver's seat, stick position should be centered between dash and seat in NEUTRAL position. The stick angle can be adjusted forward or rearward for clearance purposes if necessary. Adjust shifter mechanism to obtain desired stick angle. Tighten two (2) 5/16 bolts securely that fasten shifter to mounting bracket.
5. **GEAR SHIFT STOP BOLT ADJUSTMENT** - Place shifter stick in 2nd gear, turn rear stop bolt in until it contacts the 2nd/3rd lever of shifter mechanism, backout stop bolt 1/2 turn and tighten hex jam nut. Place shifter stick in 3rd gear, turn front stop bolt in until it contacts the 2nd/3rd lever of shifter mechanism, backout stop bolt 1/2 turn and tighten hex jam nut.
6. Remove knob, slide boot and trim plate down to floor. Use trim plate as template and drill holes through floor tunnel. Fasten boot using four (4) #10 x 1" pan head screws supplied.
7. **IMPORTANT:** Lubricate all moving shifter components thoroughly using moly base grease on a regular basis to ensure smooth shifting operation.

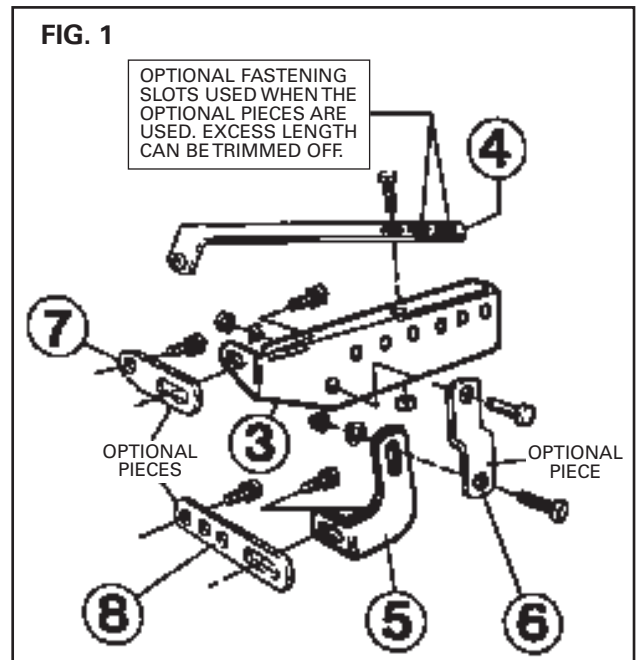


FIG. 1: Three basic brackets (items 3, 4 & 5) are used in all installations. The other three parts (items 6, 7 & 8) are used only when necessary to clear obstructions on the transmission extension housing. Use the stock transmission bolts to fasten brackets to transmission. Other hardware is supplied with this kit to complete the installation.

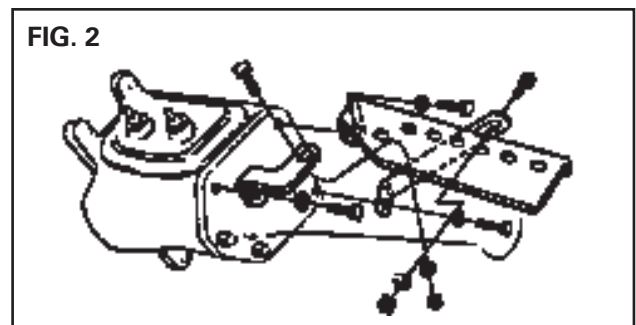


FIG. 3

**NEUTRAL IS THE MID-POINT
BETWEEN FULL TRAVEL (ROTATION)**

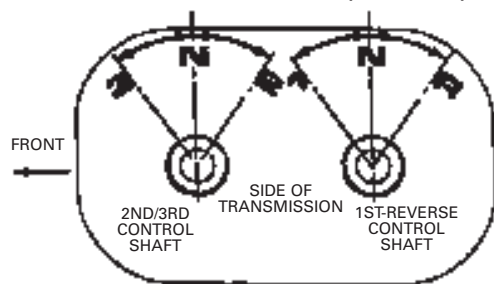


FIG. 4

USE THE SLOTS THAT LOCATE ARMS IN
THE BEST POSITION.

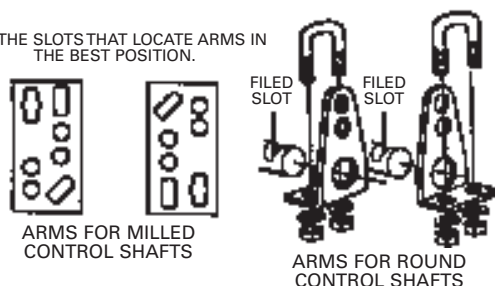


FIG. 5

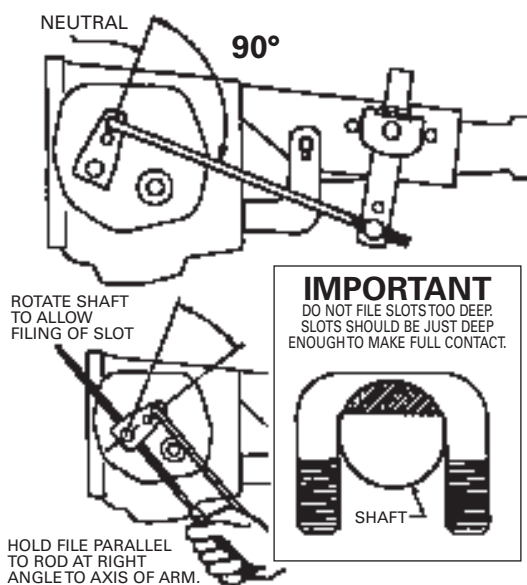
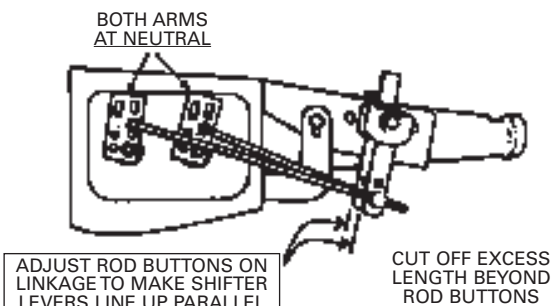
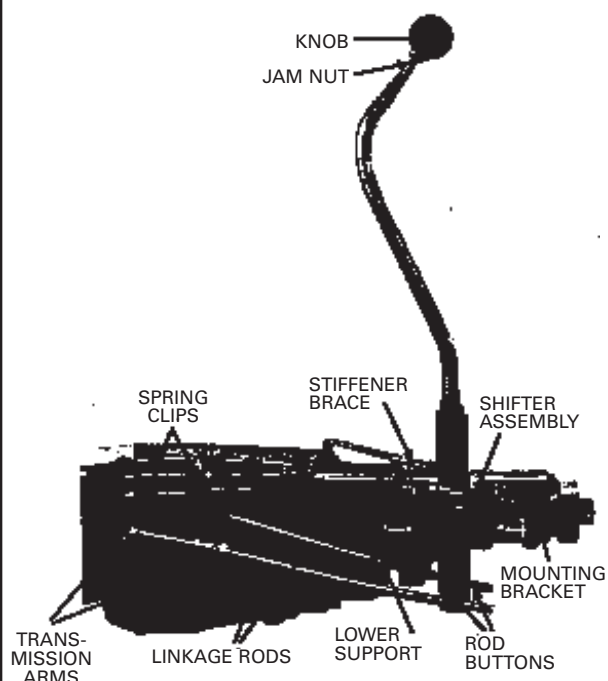


FIG. 6



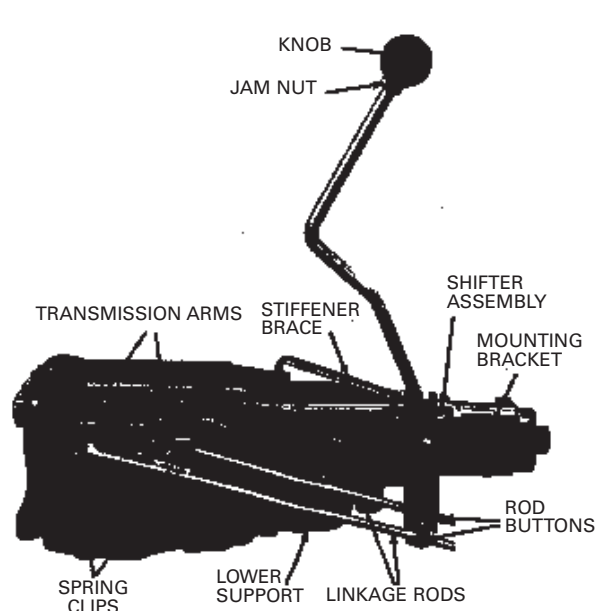
TRUCK INSTALLATION

Shifter Diagram Showing All Parts



CAR INSTALLATION

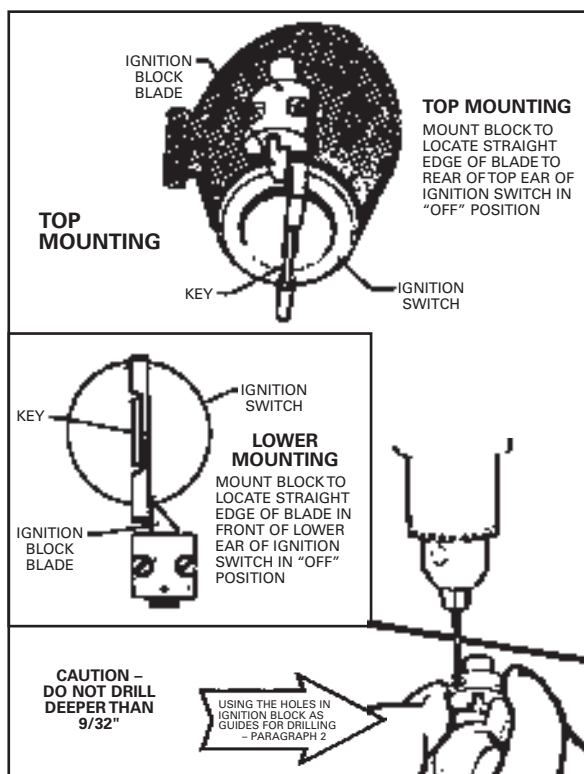
Shifter Diagram Showing All Parts



INSTALLATION & OPERATING INSTRUCTIONS

SAFETY IGNITION BLOCK

This is a positive device that assures that manipulation of the ignition key switch to the "LOCK" position must be intentional. It is provided for your safety and is to be installed on the steering column housing as directed by these instructions. Its purpose is to prevent accidental locking of the steering column when vehicle is in motion. Ignition key operation after installation of the Ignition Block is different only at the "OFF" position of the key switch. Key switch can be turned from LOCK to IGNITION simply by turning the key switch. The angle of the blade causes it to slide out of the way automatically. The blade of the Ignition Block must be retracted before the key switch can be turned back to "LOCK" position. The location of the installation depends on the space allowed near switch. Mount the Ignition Block above key switch if practical. Mount it below key switch, if necessary. The drawings on this page show the two mounting positions. The directions for mounting follow on this page.



1. Rotate the ignition switch to OFF position to determine location for mounting. The OFF position can be detected by feeling when it is reached. Place the Ignition Block in position where the straight edge of the blade will be in position to obstruct rotation of key switch past OFF position to return back to LOCK position. Switch will be free to turn from OFF to ON, and to START positions. The Ignition Block must be mounted so that the tip of the blade is far enough beyond the ear of the ignition key switch to cause positive obstruction.
2. Hold Ignition Block in the position determined in paragraph 1, and use the mounting holes as guides for drilling holes in steering column housing. Use a #32 drill (number drill - .116" diameter) to drill two holes to a depth of 9/32". Do not drill deeper than 9/32" deep.
3. Fasten Ignition Block to column housing. Two different spacers are supplied with Ignition Block. Use the thin foam spacer when Ignition Block is installed above the ignition key switch - use the thicker plastic spacer when

installing below the ignition key switch. The shorter screws supplied are used when Ignition Block is mounted above the key switch with the thin foam spacer. The longer screws are used with the thicker plastic spacer. The screws are self-tapping. Use slight pressure to start cutting thread with the first turn of screwdriver only. Simply rotate screws through remaining depth of holes.

CAUTION

DO NOT TIGHTEN SCREWS EXCESSIVELY AS THE STEERING COLUMN HOUSING IS SOFT.

LIMITED WARRANTY

Your Mr. Gasket product is warranted for 90 days from date of purchase against defects in material and workmanship. During this period such defects will be repaired, or the product will be exchanged at Mr. Gasket's option without charge. This warranty does not cover damage caused by misuse, alteration or negligence. ALL IMPLIED WARRANTIES, INCLUDING BUT NOT LIMITED TO IMPLIED WARRANTIES OF FITNESS AND MERCHANTABILITY ARE LIMITED IN DURATION TO A PERIOD ENDING WITH THE PERIOD OF THE CORRESPONDING EXPRESS LIMITED WARRANTY, AS SET FORTH BELOW UNDER NO CIRCUMSTANCES WILL MR. GASKET BE RESPONSIBLE FOR INCIDENTAL OR CONSEQUENTIAL DAMAGES ARISING FROM OR IN CONNECTION WITH THE INSTALLATION OR USE OF ANY MR. GASKET PRODUCT.

PRODUCTS CATALOGED FOR "STREET" USE ARE NOT COVERED BY THIS WARRANTY IF USED FOR RACING.

Some states do not allow limitations on how long an implied warranty lasts or do not allow for the exclusion or limitation of incidental or consequential damages, so the above limitations may not apply to you. This Warranty gives you specific legal rights, and you may also have other rights which vary from state to state. Return of the Product Registration Card is not a condition precedent to Warranty coverage and performance.

PRODUCTS CATALOGED FOR "STREET" USE ARE NOT COVERED BY THIS WARRANTY IF USED FOR RACING.

SEND PRODUCT (POSTAGE PREPAID) TO:

MR. GASKET CO.
10601 Memphis Ave., #12
CLEVELAND, OH 44144

Attention: Technical Service Department

Please write a letter explaining the nature of your difficulty. In the event you have any questions concerning use and care of the product, or concerning service, please write Mr. Gasket at the above address.

HOW TO GET QUICK SERVICE

1. Pack your Mr. Gasket product carefully in a good carton with plenty of newspapers or excelsior padding all around it, and tie securely. Damage in transit is not covered by the warranty.
2. Carefully print on the carton the name and address of Mr. Gasket above. Don't forget your return address.
3. Enclose a letter showing service desired in an envelope addressed to Mr. Gasket as above. In your letter please be sure to send a copy of the sales receipt, your full name and address and the service or repairs desired.
4. PASTE ENVELOPE TO PACKAGE.
5. Put First Class stamp on envelope, and Parcel Post stamps on package then mail. (The Post Office will tell you the proper amount of postage and ensure you against loss in the mail.)