



UNIVERSAL FLOOR SHIFT CONVERSION KIT

#7668

These instructions apply to the following MR. GASKET products:
7668 - Universal Floor Shift Conversion Kit, Fits Most Rear-Wheel Drive Car Applications
With Automatic 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.	Part No.	Description
1	95090704	Shifter Assembly
1	97091050	Knob
1	114 8058	Rubber Boot
1	195 2590	Trim Plate
1	216 0001	Weather-Seal (Plastic Sheet)
1	170 0008Z	Lever-Extender for Shifter
1	119 3783PO	Rod Adjusting Button
2	97000015	Spring Clip
1	190 0001	3/32" x 3/4" Cotter Pin
1	213 0011Z	Connecting Rod - Straight
1	213 0012Z	Connecting Rod - Bent
1	195 0132Z	Special Adapter
1	105 0007Z	Transmission Arm/Adapter
1	105 0008Z	Transmission Arm/Adapter
1	105 0009Z	Transmission Arm/Adapter
1	105 0011Z	Transmission Arm/Adapter
1	105 0012Z	Transmission Arm/Adapter
2	265 0001	"U" Bolt - 1/4-20 Thread
1	265 0002	"U" Bolt - 1/4-28 Thread
6	97080969	1/4-20 x 1" Hex Head Cap Screw
1	215 0004	1/4-20 x 1-3/4" Head Cap Screw
10	97090082	1/4" Split Lockwasher
10	97000740	1/4-20 Hex Nut
4	267 3534	1/4" Flatwasher (5/64" Thick)
1	97090729	1/4" Flatwasher (1/16" Thick)
1	97090096	5/16-18 x 1" Hex Head Cap Screw
1	97000089	5/16" Split Lockwasher
1	97000670	5/16-18 Hex Nut

Qty.	Part No.	Description
2	97000661	3/8-24 Hex Nut
1	97090062	3/8-24 Hex Jam Nut
1	97090058	3/8" Flatwasher
4	97090079	#10-12 x 1 Sheet Metal Screw
1	1540110	Hardware Kit
1	1010010	Ignition Block Adapter
1	1120007	Ignition Block
1	2280062	Spacer
2	2720008	Screw, 6-32 x 7/16
2	2720009	Screw, 6-32 x 5/8

SHIFTER INSTALLATION

1. Turn ignition key forward to unlock position on steering column, if equipped, and place factory shifter in NEUTRAL position.

Column shift applications: Remove drive pin that fastens factory shifter lever to steering column, then remove lever from column. Disconnect and remove shifter rod from transmission. Do not remove rod to throttle.

Factory floor shift (console mount) applications: Disconnect and remove console, shifter assembly, cable, brackets and transmission arm if necessary. Do not remove rod to throttle.

STEERING COLUMN LOCK-FOR 1969 & LATER VEHICLES

The SAFETY IGNITION BLOCK device supplied with this kit **MUST be installed as shown on page 6.** It must be installed to prevent the possibility of turning the ignition switch off while vehicle is in motion. The steering column will lock when this switch is turned off. Failure to heed this warning could result in accidental steering lock-up while vehicle is in motion.

2. Select a position for the shifter assembly on the center line of floor tunnel. Punch or drill a small hole through floor tunnel to mark location.
3. Check location underneath vehicle to be sure that shifter will clear transmission rear support. Place template supplied with this kit on the carpet. Locate "X" on template over punched mark.

Trace outline of opening to be cut out on the carpet, then carefully cut and remove carpet. Trace the outline of area

to be removed from floor tunnel. Check area under floor tunnel for obstructions before drilling. Drill a series of starter holes through floor tunnel and cut opening to size using metal shears. Make four (4) punch marks for mounting hole centers through template. Drill four (4) 9/32" holes for mounting shifter assembly. Deburr holes using a coarse file.

4. Fasten lever (extender for shifter) to the shifter mechanism using two (2) 1/4-20 X 1" hex head bolts, lockwashers and hex nuts as shown in the drawings. Pierce end of lever through weather seal (plastic sheet). Refer to Typical Shifter Installation.
5. Place lever of shifter through hole in floor tunnel and move stick forward and backward to be sure that its travel is not obstructed. Reshape contour of floor tunnel as necessary to provide clearance for shifter and linkage to have free travel. Lever of shifter may be bent or cut off as necessary for clearance purposes.
6. The shifter is assembled at the factory to operate in a pattern that has PARK position where the stick is all the way forward. If your shift pattern has the PARK position where the stick would be located in the extreme rear position, you will have to drive the dowel pin in the lower end of the stick, through to the other side of the stick. This will allow travel of the stick to be limited by the track cut into the other side plate. PARK position will be at the opposite end (rear) of this track.
7. Fasten shifter to floor tunnel using four (4) 1/4-20 X 1" hex head bolts, flatwashers, lockwashers, and nuts. Use spacer washers (not supplied) if necessary to raise shifter off floor tunnel.

TRANSMISSION ARM/ADAPTER & LINKAGE INSTALLATION

1. Refer to the illustration that pertains to your vehicle application. Use the transmission arm/adapter required and install it to the transmission arm or transmission selector shaft as indicated per illustrations.

IMPORTANT: Shifter linkage must not interfere with the throttle linkage. To retain the function of the Neutral Safety Switch and Back-Up Light Switch, you must retain operation of stock linkage from transmission, back to the steering column. Retaining this linkage may require some fabrication depending upon the vehicle.

If stock linkage is not retained, Neutral Safety Switch and Back-Up Light Switch must be relocated or else vehicle will start in other gear selections (other than PARK or NEUTRAL) and Back-Up Lights will not operate. It is recommended to retain the stock linkage if possible.

2. Assemble threaded rod button onto the linkage rod. Connect linkage rod as indicated in the illustration that pertains to your vehicle. Some installations have the threaded end located at the front, others have it located at the rear.

The length of the shifter stick throw is determined by which holes are used in the shifter lever. The holes that are closest to the pivot points are the ones that provide the shortest throw. Linkage rod may need to be bent to clear obstructions. Place rod in a vise if necessary and bend carefully, avoid sharp bends. Fasten linkage securely using two (2) spring clips supplied.

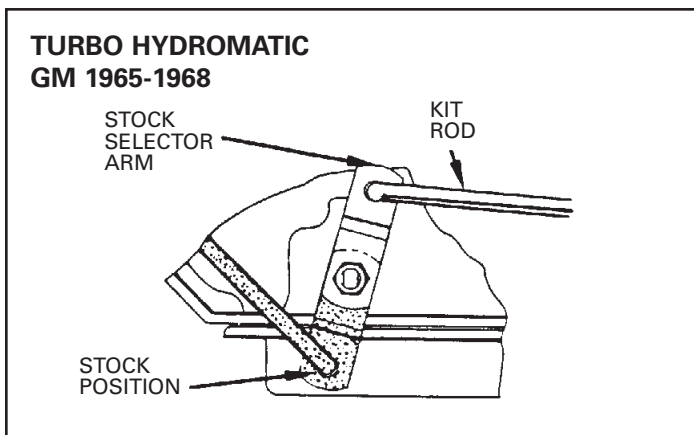
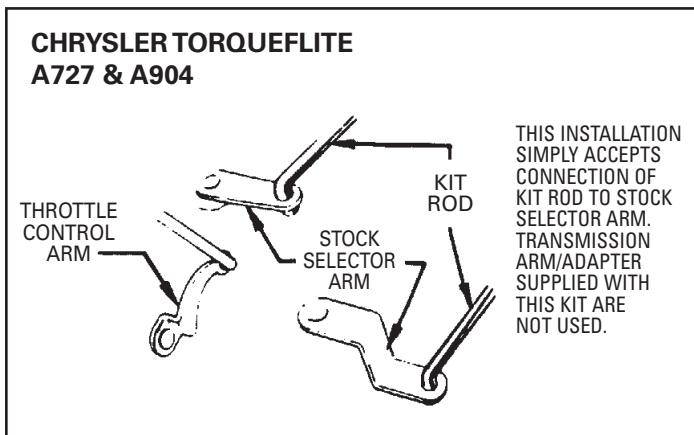
3. Test shifter (DO NOT START ENGINE), stick should move through shift pattern easily and entirely without binding. If necessary, detach rod adjusting button from transmission arm or lever, and turn it in the direction that will allow full travel.

IMPORTANT: Lubricate all moving shifter components thoroughly using moly base grease on a regular basis to ensure smooth shifting operation.

4. 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.
5. A pressure sensitive gear indicator label is supplied with various shift patterns. Place next to the shifter stick, if desired.

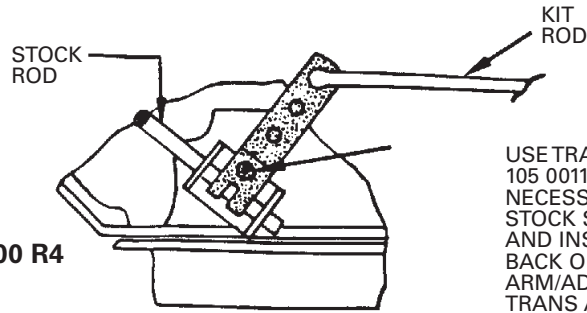
NEUTRAL SAFETY SWITCH AND BACK-UP LIGHT SWITCH TEST OPERATION

Disconnect the battery wire from distributor so engine will crank but not start. Place shifter in PARK position and apply pressure to brake pedal. Test starter motor in every gear position of the shift pattern. The starter motor must operate in PARK and NEUTRAL gear positions ONLY. If starter operates in any other gear position, re-check wiring to be sure connections and adjustment of switches are correct. Also, test operation of back-up lights – lights should operate in REVERSE only. Connect battery wire to distributor so engine will start.



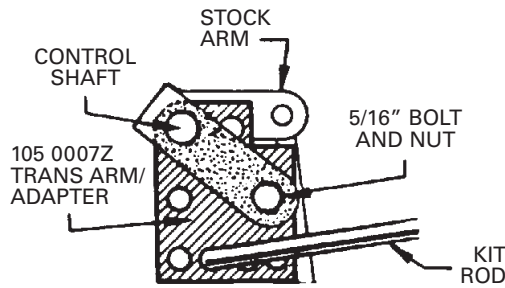
**TURBO HYDROMATIC
GM 1969-1982**

**TH 200 4R/TH 700 R4
GM 1983-1994**

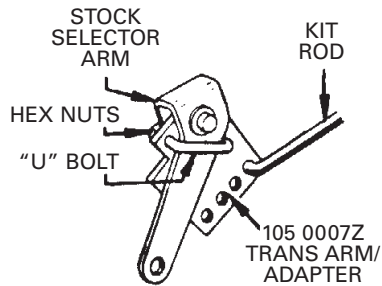


USE TRANS ARM/ADAPTER 105 0011Z. SPREAD IF NECESSARY TO FIT AROUND STOCK SHIFT ROD. REMOVE AND INSERT BOLT THROUGH BACK OF TRANS ARM/ADAPTER. POSITION TRANS ARM/ADAPTER. POSITION TRANS ARM/ADAPTER. SLIP STOCK SHIFT ROD THROUGH AND TIGHTEN SECURELY.

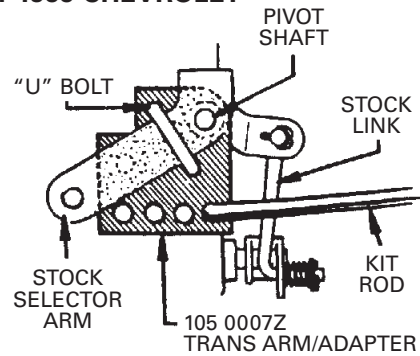
1958-1962 CHEVROLET



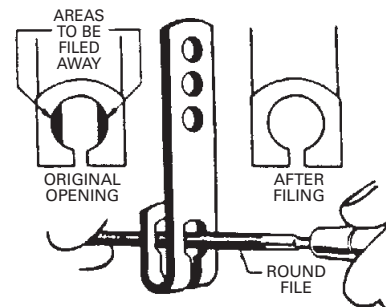
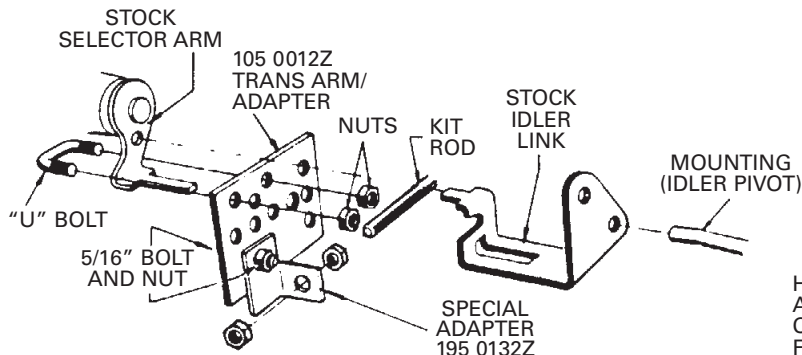
1956-1957 CHEVROLET



1954-1955 CHEVROLET

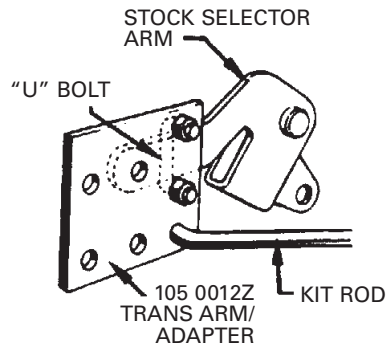


1964-1965 CHEVROLET

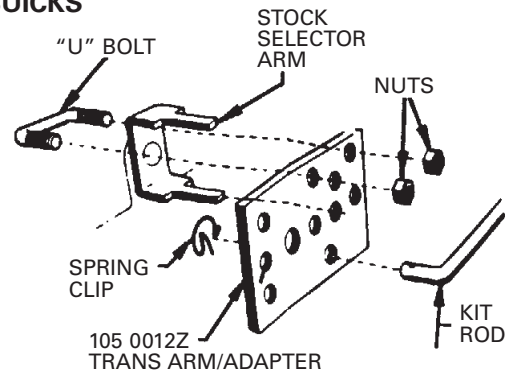


HOLE IN ADAPTER 105 0011Z CAN BE CUT OUT TO FIT AROUND TRANSMISSION CONTROL SHAFT. CUT SIDES OF OPENING AWAY GRADUALLY WITH A ROUND FILE. CHECK FREQUENTLY TO AVOID MAKING THE OPENING TOO LARGE.

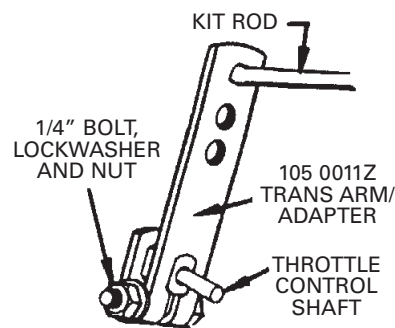
1960 CHEVROLET



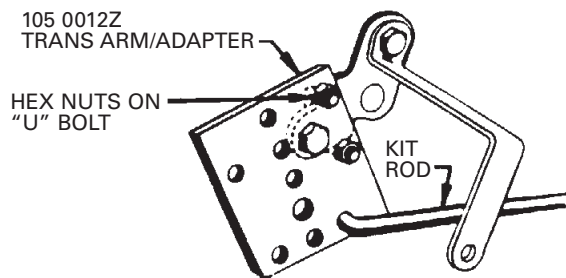
BUICKS



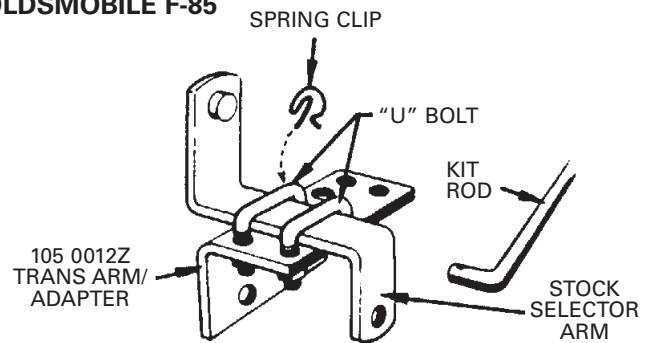
1954-1958 PONTIAC/OLDSMOBILE



1960 OLDSMOBILE

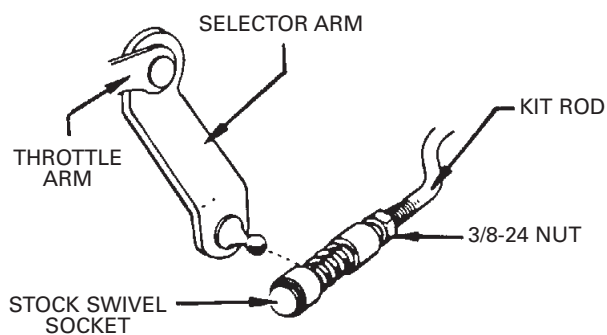


OLDSMOBILE F-85

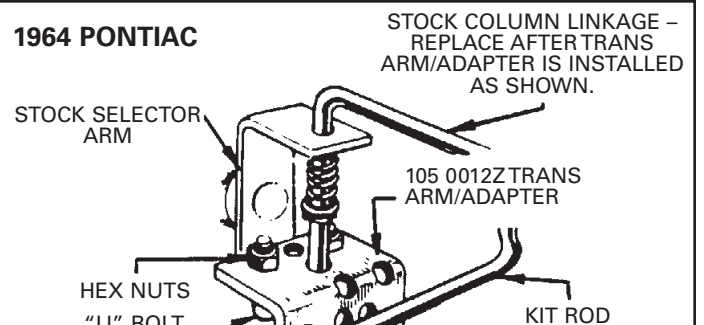


*BEND TRANS ARM/ADAPTER AS SHOWN

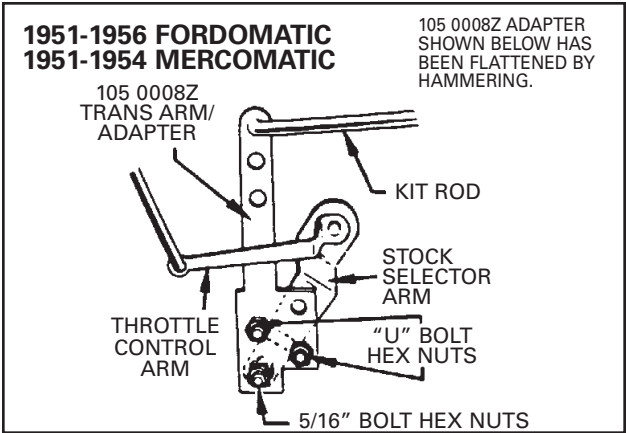
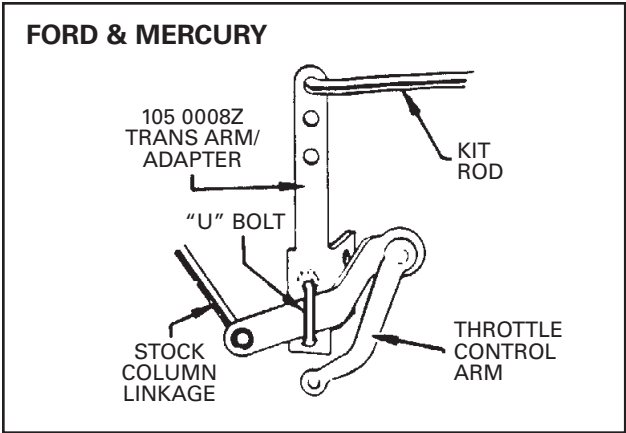
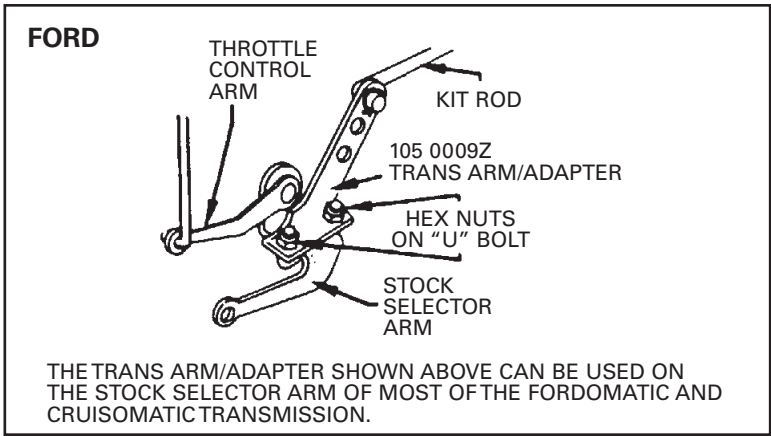
1961-1962 PONTIAC



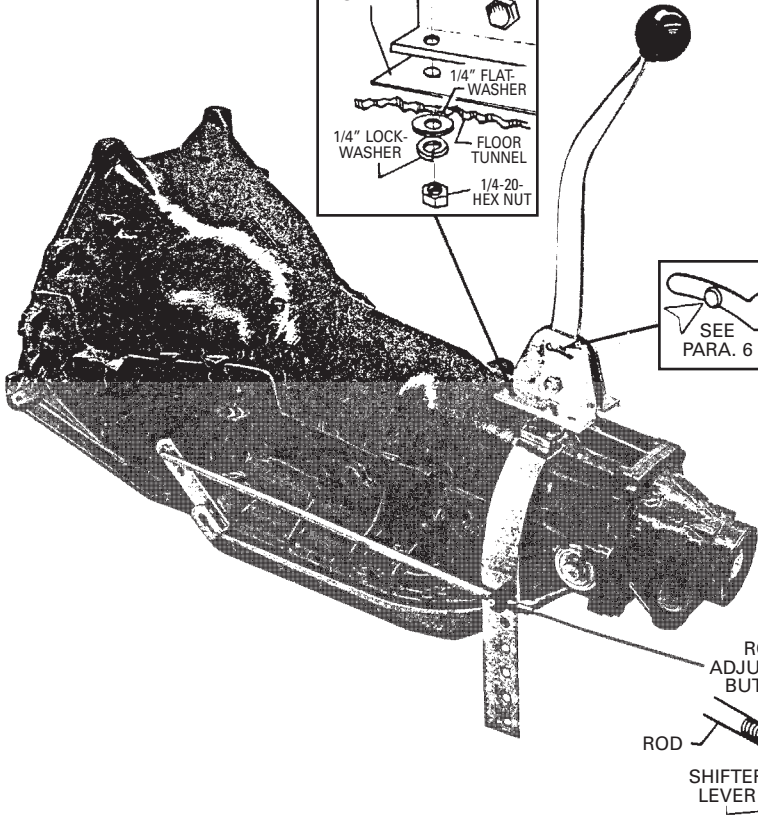
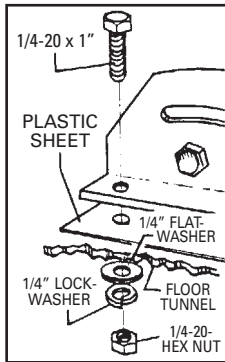
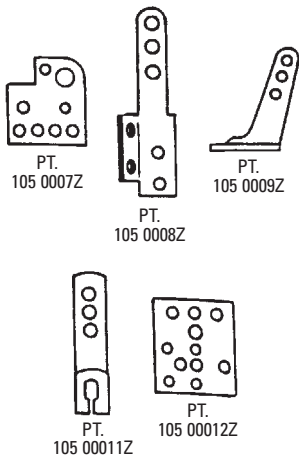
1964 PONTIAC



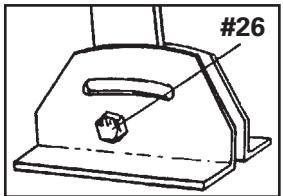
*BEND TRANS ARM/ADAPTER AS SHOWN



IDENTIFICATION OF TRANSMISSION ARMS/ADAPTERS



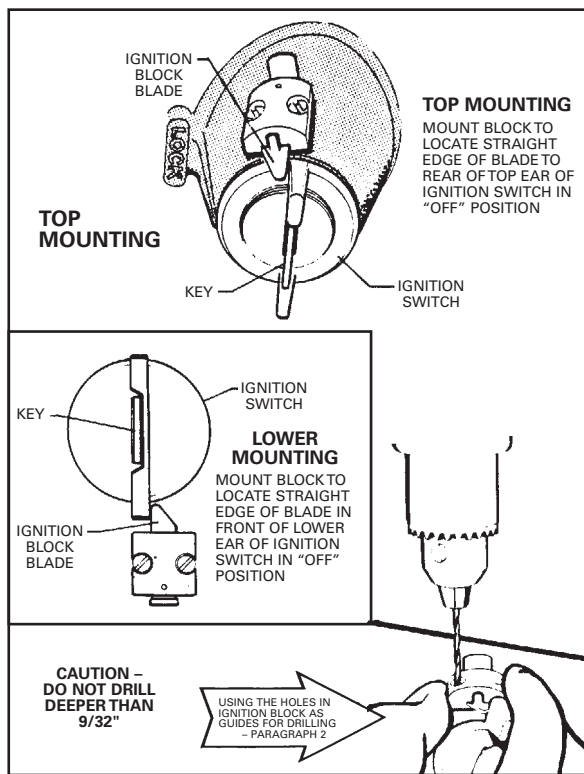
IMPORTANT!
After installation is complete, be sure to adjust the pivot bolt tension, #26. The shifter is adjusted correctly when there is no looseness or binding of the shift lever when operated through the gears.



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.)



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