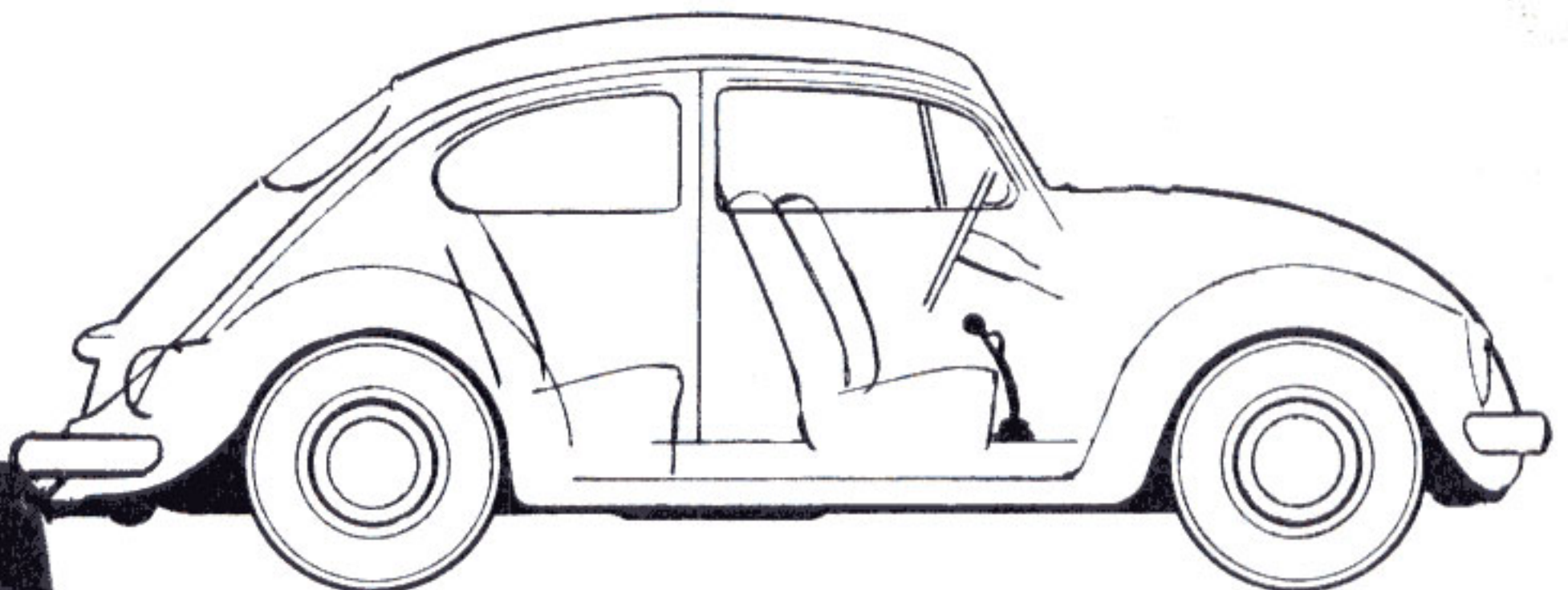




**SAF-T-TRIGGER
SHIFTER
for
Volkswagen**



**INSTALLATION
INSTRUCTIONS**

Patent Pending

1. Move stock shifter stick to neutral. Slide the stock boot up on the stick. Remove the two bolts that fasten the stock shifter to the floor. Rubber mats do not have to be removed - cut slits to length described in illustration. (Fig. 1).
2. Lift the shifter out of the floor tunnel. Remove all the parts that are assembled with stock shifter - (plate, spring and retainer).
3. The underside of the HURST shifter must be mounted to the floor tunnel metal directly. Be sure that the mounting area is free of all insulation material. The opening in the floor mat may have to be cut at the corners to allow it to fit over the HURST shifter without "bulging."
4. Lubricate the socket of the shifting torque tube with grease. Place spacer on the floor over the opening. Guide the ball of the shifter into the socket. Fasten shifter to floor with the stock bolts and washers. See Fig. 2, Page 4.

IMPORTANT

Hold the housing so that the bolts are centered in length of elongated slots. Force the unit toward the left (driver's side) while you tighten the mounting bolts.

5. TEST SHIFTER

This shifter is designed to protect the transmission from shock that results from fast shifting. The fore and aft location of the shifter on the floor must be adjusted so that it does not restrict full travel of stick into 1st & 3rd or 2nd & 4th gears during normal shifting. When the adjustment is correct, the OVER-TRAVEL of the stick during fast-hard shifts will be limited by positive stops. Adjustment is made by loosening the mounting bolts and moving the shifter forward or rearward as required.

GEAR IDENTIFICATION MUST BE ESTABLISHED WITH ENGINE RUNNING BY ENGAGING EACH GEAR THEN GENTLY RELEASING THE CLUTCH. APPLY NORMAL POWER TO MOVE THE CAR AND IDENTIFY THE GEAR.

CAUTION

PERFORM TESTING ON OPEN, LEVEL AREA THAT IS ISOLATED FROM TRAFFIC AND CHILDREN.

PULL TRIGGER UP AND HOLD IT UP.

Shift from 1st to REVERSE. Apply power. Shift back from REVERSE to 1st - pushing stick firmly toward the right.

You should not be able to engage 3rd or 4th gear when trigger is held up.

RELEASE TRIGGER

You should NOT be able to engage REVERSE gear when trigger is released. Attempt to shift to REVERSE with trigger DOWN (released). Apply power to identify gear. Repeat this attempt several times to be sure that you cannot engage REVERSE.

If preceding testing proved installation to be satisfactory, finish installation as described in paragraph 7. If testing proved that 3rd or 4th gear could be engaged with the trigger UP or that REVERSE could be engaged with trigger DOWN, adjust shifter mounting as directed by paragraph 6.

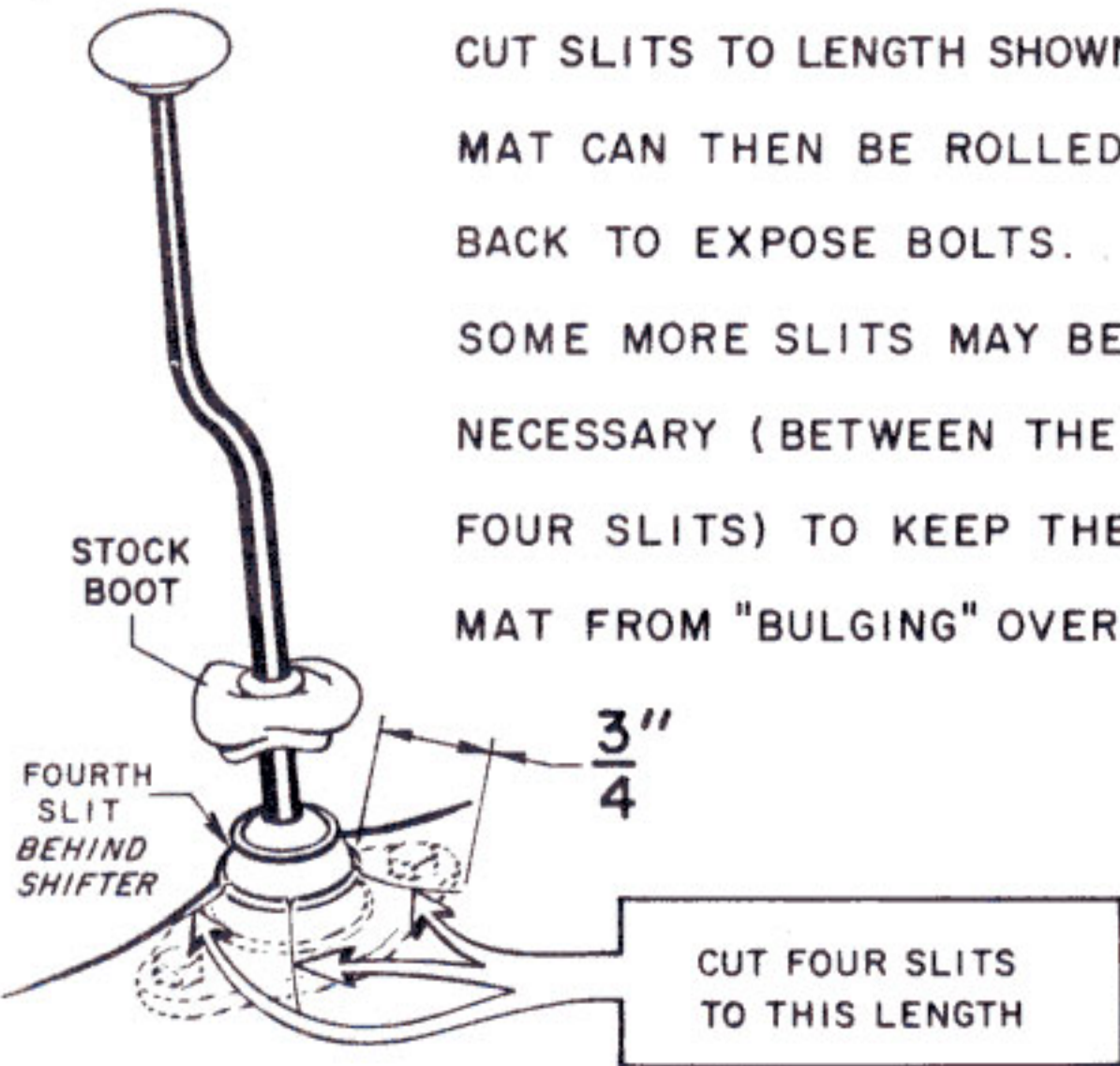
6. A. Loosen mounting bolts enough to permit moving the shifter all the way to the RIGHT. Tighten the bolts and re-test shifter.
- B. If moving the shifter to the Right did not correct the shifting pattern, the forward support bushing in the car is worn excessively. The spacer that is placed under the shifter was provided to compensate for this possibility. Remove this spacer and re-install the shifter as directed by paragraph 4 - "IMPORTANT." Repeat testing procedure.
- C. If removal of the spacer does not correct the shifting pattern, the forward support bushing* inside the floor tunnel will have to be replaced. After a new support bushing has been installed, return to paragraph 4 and repeat installation and testing.

*The forward support bushing is a plastic bushing available from Volkswagen dealers (VW Part No. 111 701 259A). This bushing is located inside floor tunnel under the shifter and is accessible through the shifter opening. (Shifting torque tube must be removed to free plastic bushing.)

7. Replace mat (if removed). Slide the plastic housing (leave the rubber boot above) down over shifter housing until the lower edge of the housing touches the floor mat. Slide the rubber boot down into the plastic housing. Squeeze the boot and press it into the opening. Adjust the bellows of the boot to its "natural" shape.

RUBBER MATS ONLY

CUT SLITS TO LENGTH SHOWN.
 MAT CAN THEN BE ROLLED
 BACK TO EXPOSE BOLTS.
 SOME MORE SLITS MAY BE
 NECESSARY (BETWEEN THE
 FOUR SLITS) TO KEEP THE
 MAT FROM "BULGING" OVER.



TRIGGER

RUBBER BOOT

PLASTIC HOUSING

SHIFTER HOUSING

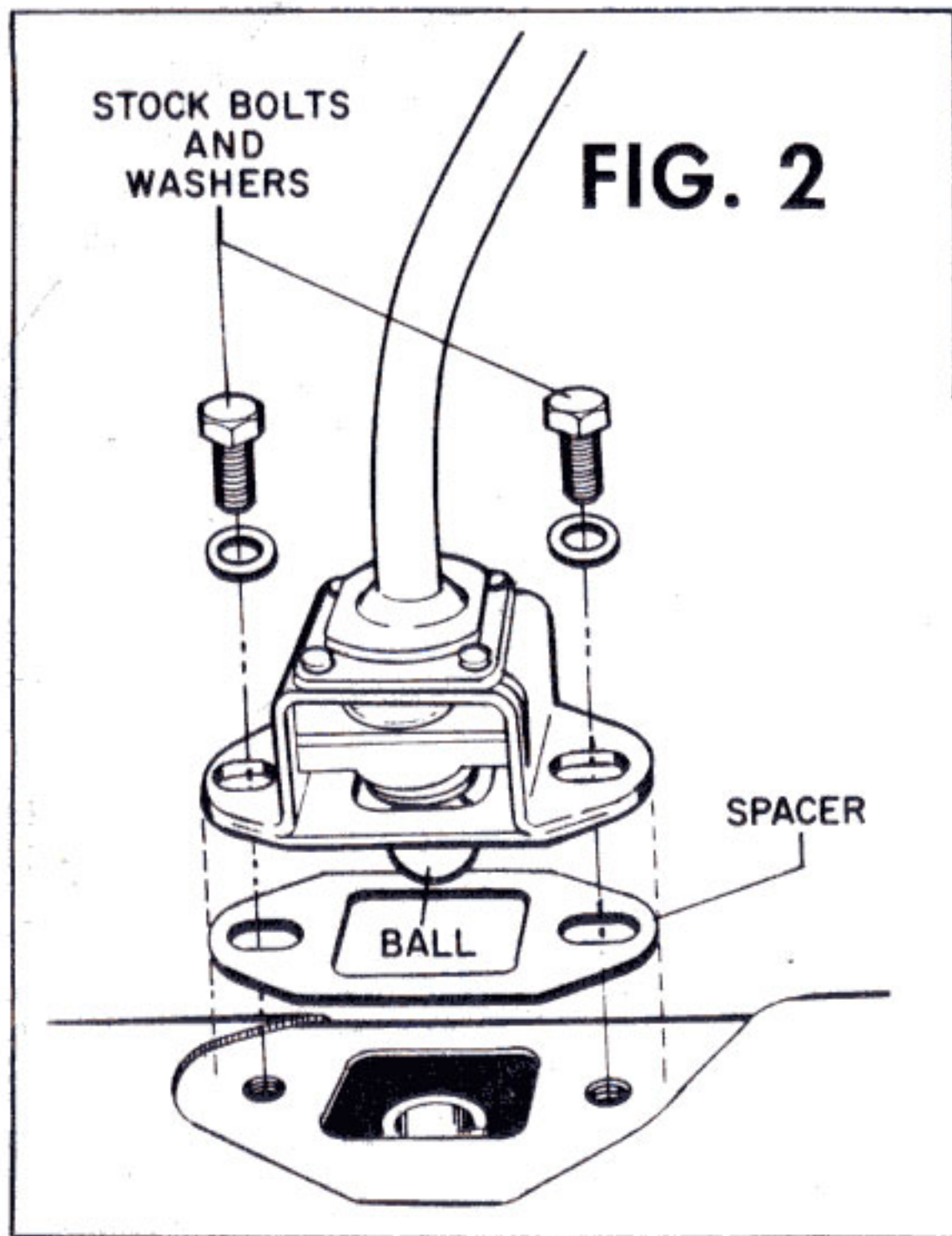
FLOOR TUNNEL

SOCKET OF SHIFTING TORQUE TUBE

PLASTIC BUSHING

FORWARD SUPPORT BRACKET

SHIFTING TORQUE TUBE



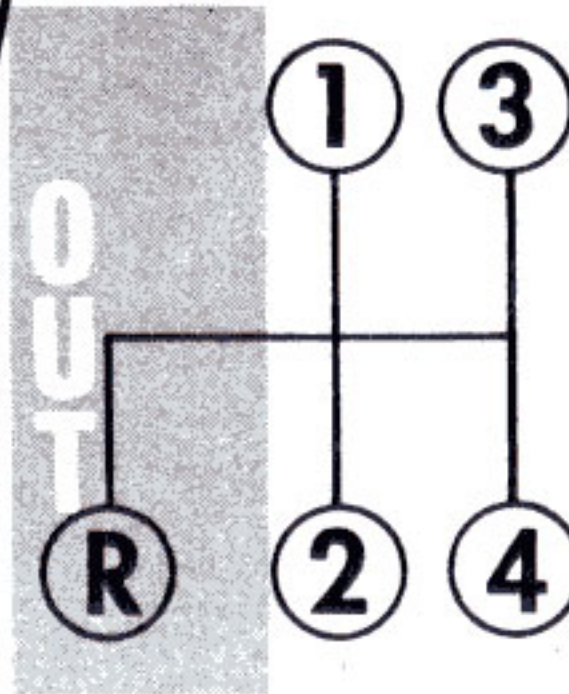
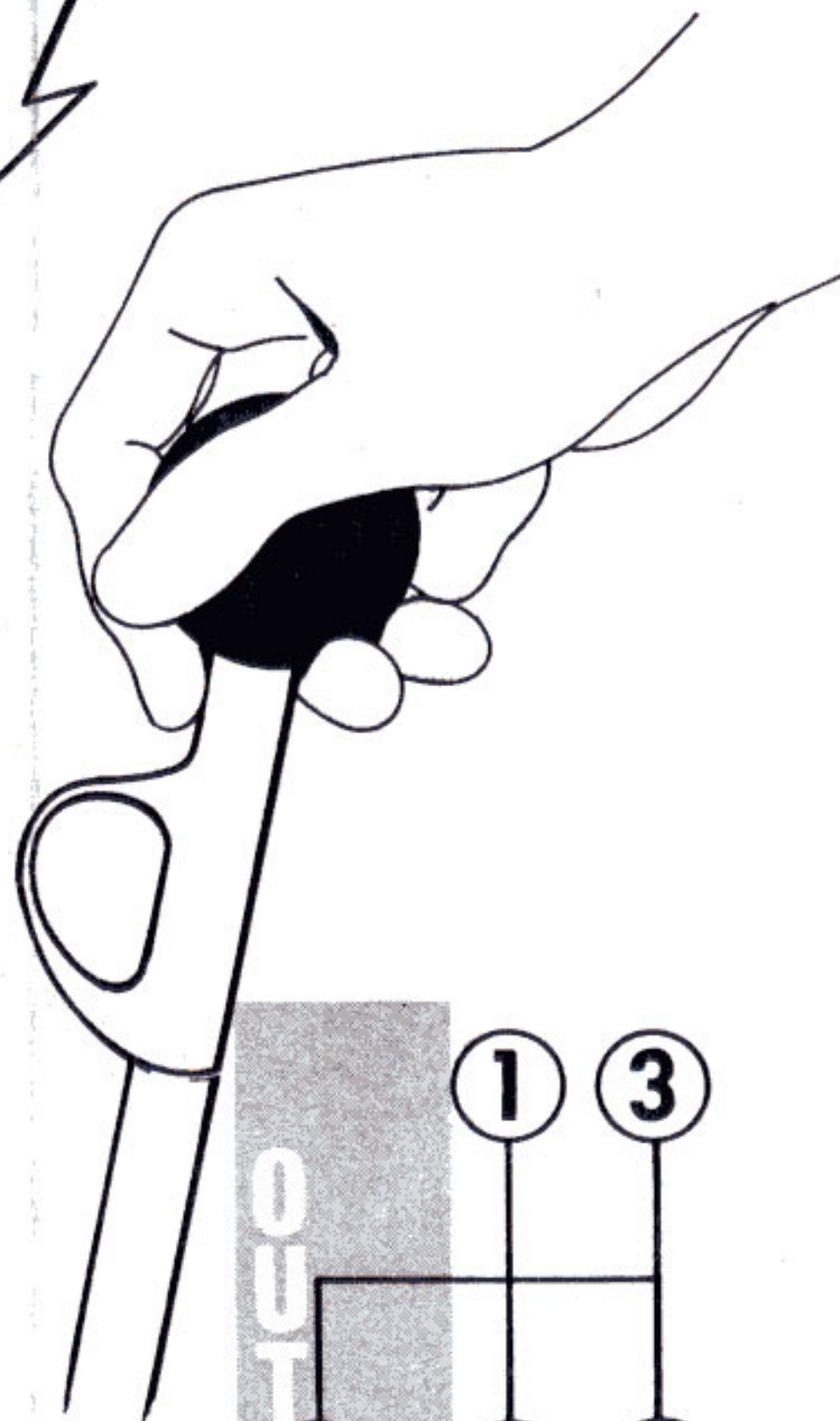
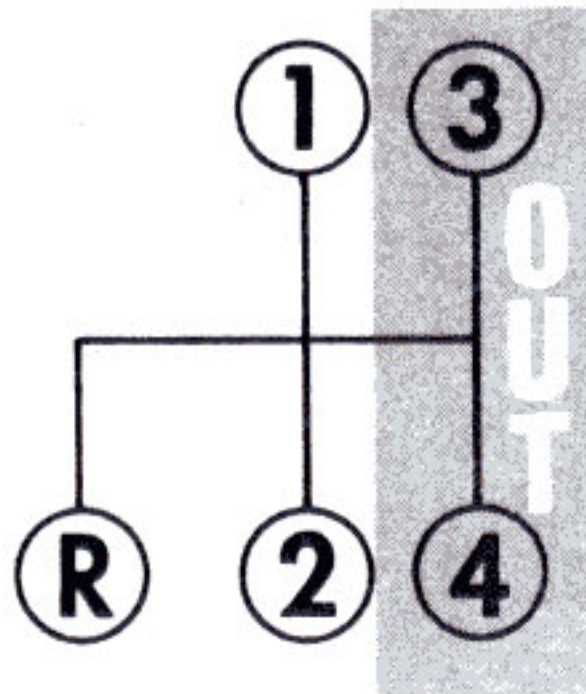
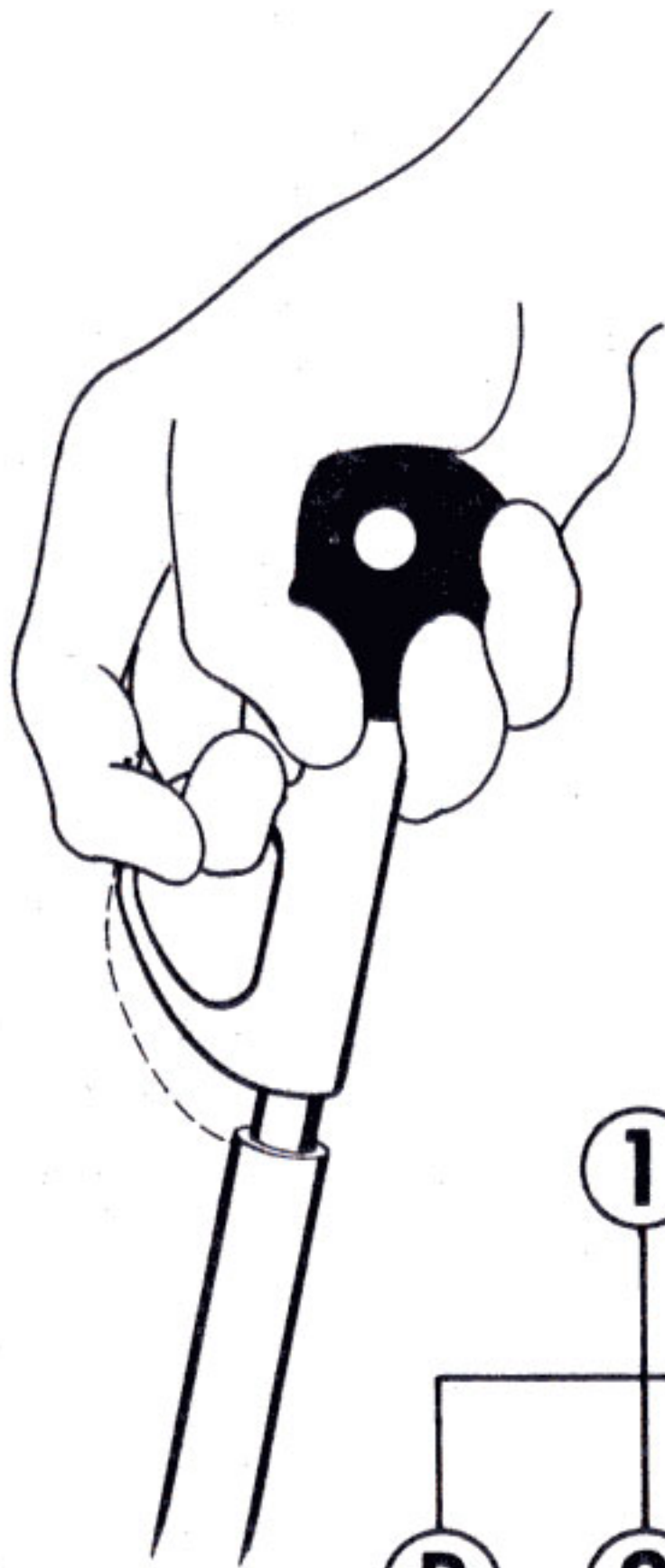
PERFORMANCE SHIFTING

TRIGGER DOWN

The four forward speeds for normal driving are accessible. REVERSE is positively excluded for safety purposes. The shifting pattern is the same as stock shifter pattern. The travel of the HURST stick is shorter than the stock shifter providing crisp, positive shifts, eliminating "twisting" and "cranking" motions.

TRIGGER UP

Reverse is accessible for backward motion of vehicle. 1st and 2nd gears are also accessible for use with reverse to permit "rocking" of vehicle in snow or mud. 3rd and 4th gears CANNOT be engaged.



HURST PERFORMANCE, INC.

WARMINSTER, PENNSYLVANIA

This quality product has been packaged
by hand. If you have any difficulty please
mention my number in your correspondence.

Thank you.

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SCHIEFER PRODUCTS:	
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Linings or Pucks	90 Days
Overhaul Kits	90 Days

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If you send your product, 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: HURST PERFORMANCE, INC. at the above address.

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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 insure you against loss in the mails.)

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