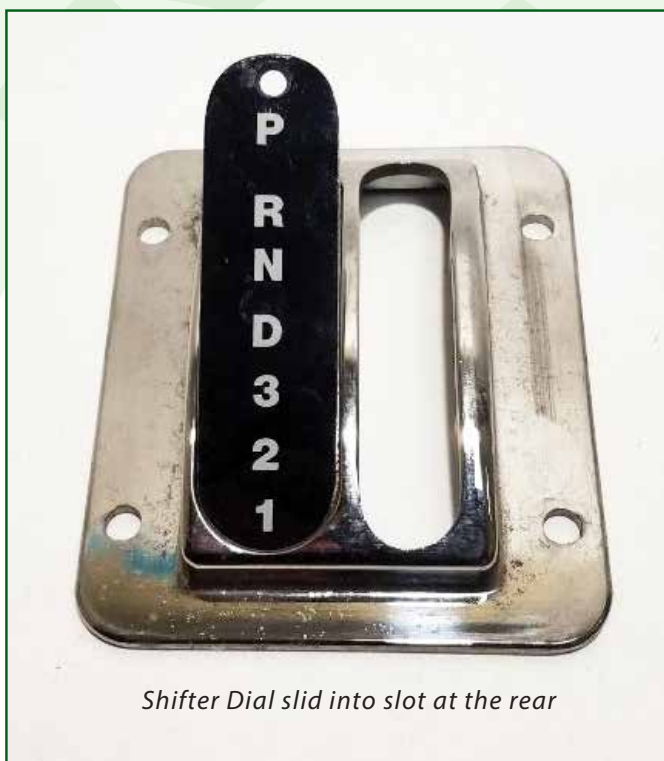


## How To Convert your Avanti Auto Transmission Shifter

By Dan Booth  
Nostalgic Motor Cars

**How to convert your Avanti automatic transmission shifter to work correctly with a GM 700 R4 and/or 200 4R conversion, with NOS Avanti Parts**



*Shifter Dial slid into slot at the rear*

### Parts Needed To Convert Shifter

- 0851-38 Shifter Dial
- 0851-39 Screw
- 0851-35 Housing
- 0851-3 Lever with Cross Pin
- 0851-12 Insulator
- 0854-15 Swivel
- 0854-1 Rod and Bell Crank

*See Illustration on following page*

Most Avanti owners, Avanti restoration and transmission shops are not aware that Avanti Motors made available all the parts necessary to convert an Avanti shifter to work correctly and safely with a GM 700R4 and/or anybody can install a 700 R4 or 200 4R automatic transmission in their 1963-1964 Studebaker Avanti or 1965 and up Avanti and drive down the road.

If the shifter is not converted with the necessary, correct Avanti NOS parts, it will not function properly or above all safely. Avanti Motors designed and engineered the parts needed to convert all their past shifters.

If the shifter is not converted the shift lever will not line up with the corresponding, proper letter or number ( P R N D 3 2 1), that was selected. You will not be able to select 1st gear manually and hold it in that gear and above all, you neutral safety with lock out may not work properly.

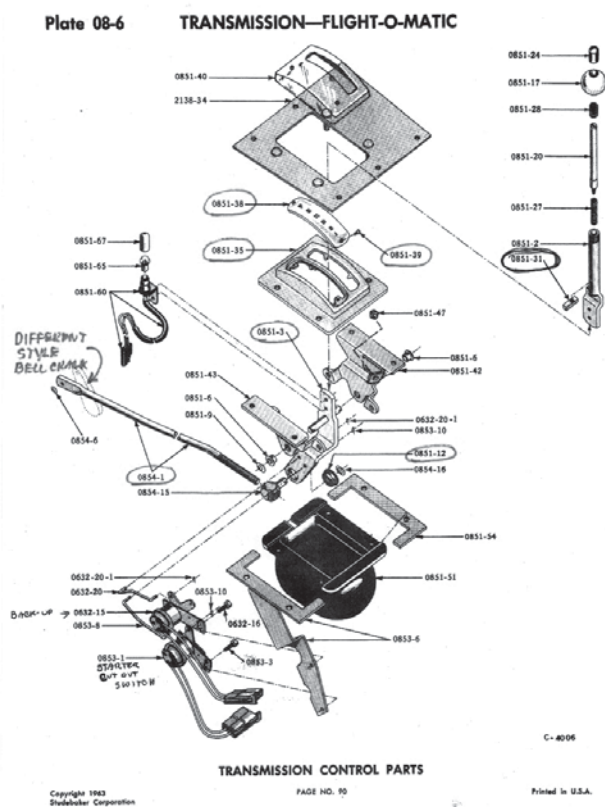
If these NOS parts are installed properly, and adjusted properly, the Avanti will only start in park and/or neutral, not in reverse or any forward gear selection, like Drive. Also when you put the shifter in the park position, it will allow the transmission to lock up and hold it from rolling.

I will need the year and VIN of the Avanti that the shifter kit will be installed in as Avanti Motors had different shifters for different years, so you will receive the correct part.

## Installation

Installing the new parts in the shifter doesn't need a whole lot of explanation.

1. Locate the screws that hold the ash tray assembly in place, and remove.
2. Remove the 4 screws that hold the shifter cover in place. Put the seats as far forward as possible to remove the two screws at the back. Simply lift the cover straight up.
3. Remove the 6 phillips screws that hold the shifter to the floor.
4. From the underneath of the car, remove the shifter rod from the bell-crank and/or lever on the side of the transmission.
5. If the key and lock are in the steering column, remove the rod from the steering column.
6. If your neutral safety switch and back up light switch are on the shifter bracket, unplug those switches.
7. Unplug the wires for the shifter light
8. The shifter assembly will now come out from the top.
9. The parts you are going to remove and install are the illustration numbers that are listed. I also show a copy of the original Studebaker Avanti Parts Manual that I have circled in red.



*Taken from The Studebaker Avanti Parts Manual page 90, Transmission-Fight-O-Matic*

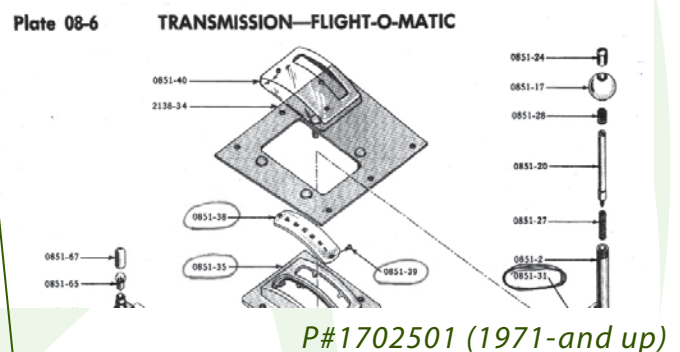
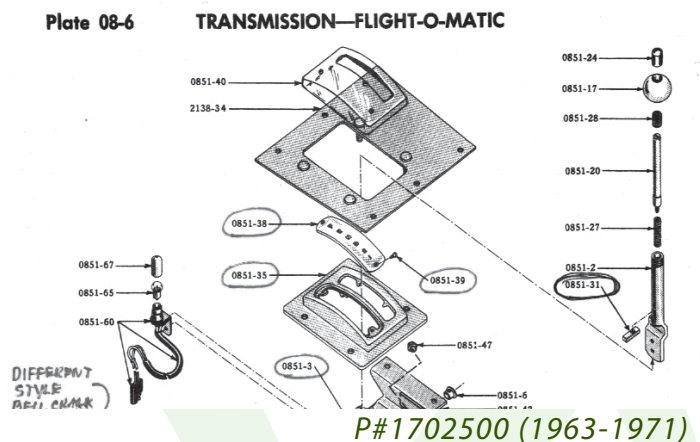
10. Disassemble the shifter so you can install the listed parts.
11. Install the insulation and shaft into the lever. Please pay attention of which way these are put into the lever, your old lever will show you the correct placement.
12. When you have your shifter apart, you might want to inspect your wires for the shifter bulb socket, as these are known to be broken or ready to break.

*Continued, Next Page*

13. If the rubber boot is old, hard, cracked or just plain worn out. I also have these in stock. Actually I have all the parts in stock for these shifters and they are all NOS, not repops.
14. Put the shifter dial under warm water to help remove the protective cover from the dial
15. The shifter dial will slide into a relief slot that is cut into the back edge of the shifter dial opening. Carefully push down on the shifter dial and install the new screw.
16. Reassemble the shifter assembly. If the upper chrome shifter shaft doesn't want to lock in place in the park position with out any play, you might want to check the shifter paw Illustration # 0851-31 (circled in blue) If this is worn, I do have these in stock.
17. Put the shifter in a vise.
18. If your neutral safety switch and back up light switch are located on the shifter you will have to drill the necessary holes in the correct location on the lever. This is the tricky part and it is almost impossible for me to explain in print. I use a continuity light to check when the switch is being made at the correct location. You could also use a meter, but I like the light bulb, as I can see it out of the corner of my eye. When you get this far, call me and I will tell you how I do it but it's still tricky and hard to explain. If you need a New Original Stock #1558650 neutral safety switch and/or #1557390 rod, I have those in stock. I also have some New Original Stock #1557359 back up light switches and/or #1557389 rods. Dan Booth Nostalgic Motor Cars, 248-349-4884
19. Install the shifter back in the car and hook up your lever, rods, swivel, plugs and etc. If you have the key and lock in the steering column, you will have to install and adjust the steering column lock rod. You will also have to adjust the neutral safety switch on the steering column. If you need a New Original Stock steering column neutral safety switch #1700900, I have them in stock.

20. After everything is installed and adjusted so it only starts in park and/or neutral, check to see if the light shines on the correct corresponding P R N D 3 2 1. If it doesn't shine in the center of a letter or number, you can bend the bracket that holds the socket with shield and/or slightly relocate the hole, in the shield off to one side, then rotate the shield to get the best possible position.

Enjoy driving at a lower RPM !



The swivel is not included in the factory kit. Just reuse your old swivel from your shifter, on the steering column lock out rod.