



COMPETITION/PLUS®

U.S. PATENT NO. 3,216,274 & NO. 3,306,126

INSTALLATION INSTRUCTIONS

Replace stock speedometer bolt & lockwasher with parts supplied in kit.

1. Disconnect back drive linkage of the transmission control arm. Remove stock shifter and linkage.
2. Remove the two bolts and lockwashers that fasten the transmission pad to the crossmember. Use a suitable jack to raise the transmission clear off the rubber insulator pad. Place a block of wood between the top of the jack and the transmission housing before raising jack. See exploded assembly drawing.
3. Slide base of HURST mounting bracket between the transmission pad and the rubber insulator. Replace the stock mounting bolts, but do not tighten them. Fasten the rear end of the bracket with the "U" clamp bolt. Remove jack and tighten all mounting bolts.
4. Install shifter on mounting bracket. Tighten mounting bolts.
CONSOLE CARS ONLY
Remove center console plate. Install spacer block between stick and shifter. **IMPORTANT: CENTER MARK ON SPACER BLOCK MUST FACE SHIFTER** (toward driver). Tighten mounting bolts.

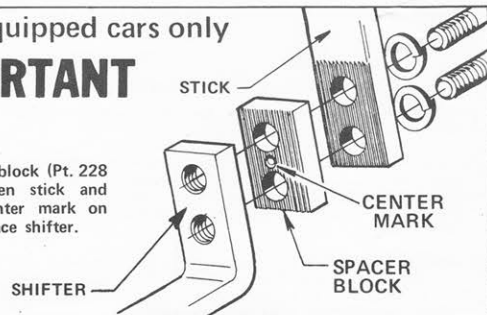
5. Assemble rods to their respective arms using nylon bushings and spring clips. Refer to exploded assembly drawing for proper parts combinations. Spin buttons onto threaded ends of rods to the middle of the thread length.
6. Install arm/rod/button assemblies onto transmission. Fasten arms to shafts using stock bolts, lockwashers and flatwashers.
7. Insert nylon bushings into holes in levers (refer to assembly view). Align levers with shifter frame and insert neutral alignment rod (Pt. 148 1725) through notches in frame and holes in levers.
8. Rotate transmission arms backward and forward. The neutral position for each arm can be felt at the mid-position of full travel. Reverse arm must be moved to the end of its travel toward the front of car (dis-engaged position).
9. Adjust positions of button on each rod to permit easy slip-in fit of button into nylon bushing in proper lever. **TRANSMISSION ARMS MUST REMAIN IN NEUTRAL POSITION WHILE ALIGNMENT IS ACCOMPLISHED.** Fasten buttons in levers with spring clips.

10. Remove neutral alignment rod. Test shifter. Stick should move freely from side to side at neutral (between 1-2 and 3-4 shifting paths). An increased pull toward the operator should engage the reverse lever. If shifter functions properly, proceed to paragraph 11. If the stick **CANNOT** be moved freely between 1-2 to 3-4 or reverse path, one or more of the rod button adjustments must be corrected. Move stick forward to 3rd, then back to 4th, then into neutral. Insert neutral alignment rod. If rod **CANNOT** be inserted freely, the 3-4 rod button is incorrectly adjusted. Similar testing of 1-2 shift will prove alignment of 1-2 rod adjustment.
To check reverse rod button adjustment, place stick at neutral. Disconnect reverse rod adjusting button from reverse lever. Grasp rod and push all the way toward front of car. Adjust rod button for easy slip-in fit in bushing. Re-assemble and fasten with spring clip.
11. Adjust shifter stop bolts. Back both bolts out of shifter frame until only a few threads remain engaged. Push stick firmly into 3rd gear and hold. Screw 3rd gear stop bolt in until contact is made. Back bolt out one turn and tighten lock nut. Pull stick firmly back into 4th gear, screw 4th gear stop bolt in until contact is made, then back stop bolt out one turn and tighten lock nut.
12. Connect the back drive linkage rod to the hole provided at the lower end of the arm. Fasten with stock clip. **NOTE:** After installation has been completed, check to be sure that the column lock functions properly. If backdrive does not lock column, or if shifter cannot be put into REVERSE, adjust backdrive linkage at lower end of column rod.

Console equipped cars only

IMPORTANT

Install spacer block (Pt. 228 8397) between stick and shifter — center mark on block must face shifter.



REMOVE STICK FROM SHIFTER UNTIL INSTALLATION HAS BEEN COMPLETED

DO NOT DIS-ASSEMBLE SHIFTER UNIT

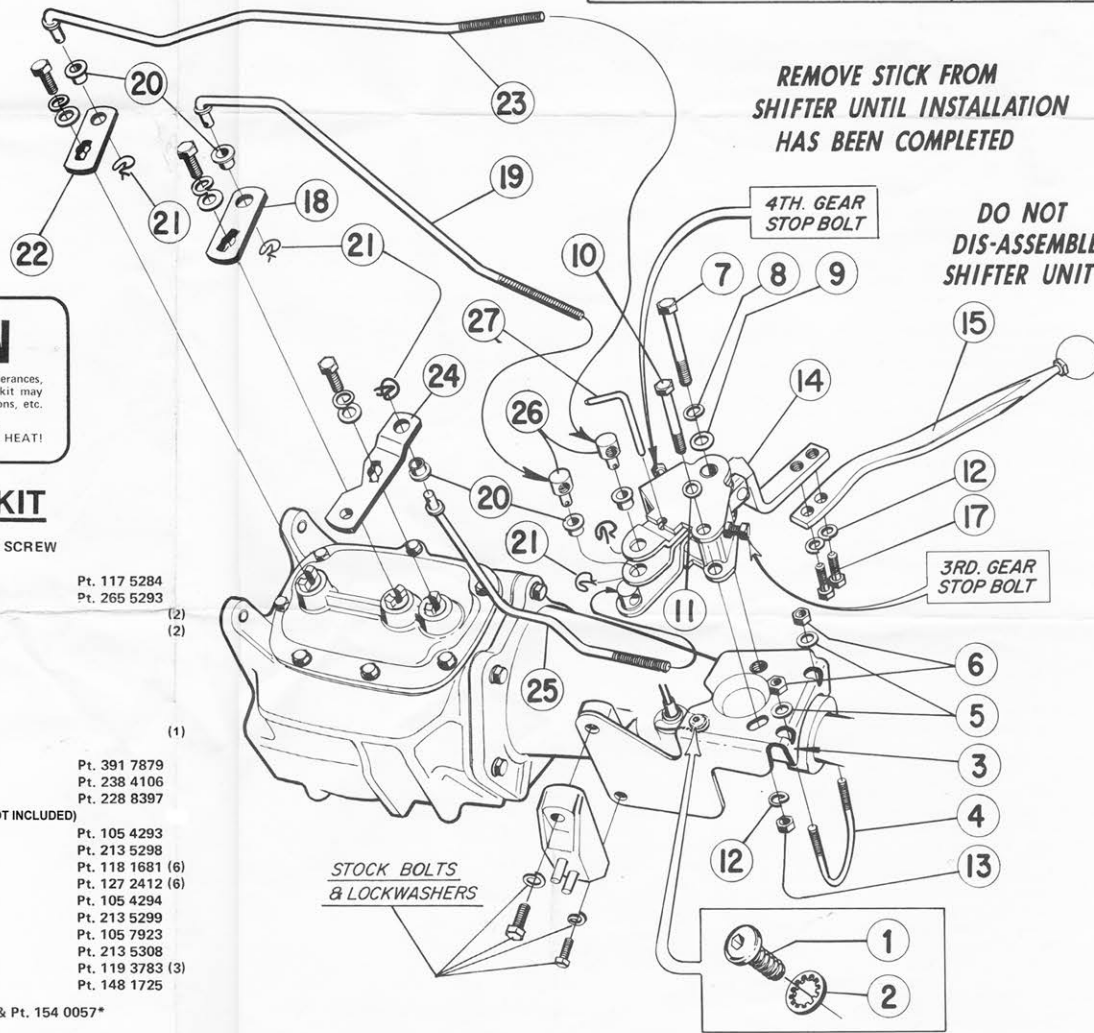
ATTENTION
Due to variations in auto manufacturing tolerances, the transmission rods supplied with this kit may require slight bending to clear obstructions, etc. Protect the threads while bending. **BEND RODS COLD! — DO NOT APPLY HEAT!**

CONTENTS OF KIT

- | | |
|--|------------------|
| 1. 1/4 - 20 x 1/2 BUTTON HEAD SOCKET CAP SCREW | |
| 2. 1/4" INTERNAL TOOTH LOCKWASHER | |
| 3. MOUNTING BRACKET | Pt. 117 5284 |
| 4. 5/16 - 24 'U' BOLT | Pt. 265 5293 |
| 5. 5/16" FLATWASHER | (2) |
| 6. 5/16 - 24 SELF-LOCKING NUT | (2) |
| 7. 7/16 - 20 x 3 HEX HEAD CAP SCREW | |
| 8. 7/16" SPLIT LOCKWASHER | |
| 9. 7/16" FLATWASHER | |
| 10. 3/8 - 24 x 3 HEX HEAD CAP SCREW | |
| 11. 3/8" FLATWASHER | (1) |
| 12. 3/8" SPLIT LOCKWASHER | |
| 13. 3/8 - 24 HEX NUT | |
| 14. SHIFTER ASSEMBLY (NOT INCLUDED) | Pt. 391 7879 |
| 15. STICK (NOT INCLUDED) | Pt. 238 4106 |
| 16. SPACER BLOCK* | Pt. 228 8397 |
| 17. 3/8 - 24 x 1 1/4 HEX HEAD CAP SCREW (NOT INCLUDED) | |
| 18. ARM 1 - 2 | Pt. 105 4293 |
| 19. ROD 1 - 2 | Pt. 213 5298 |
| 20. NYLON BUSHING | Pt. 118 1681 (6) |
| 21. SPRING CLIP | Pt. 127 2412 (6) |
| 22. ARM 3 - 4 | Pt. 105 4294 |
| 23. ROD 3 - 4 | Pt. 213 5299 |
| 24. ARM REVERSE | Pt. 105 7923 |
| 25. ROD REVERSE | Pt. 213 5308 |
| 26. ROD ADJUSTING BUTTON | Pt. 119 3783 (3) |
| 27. NEUTRAL ALIGNMENT ROD | Pt. 148 1725 |

BAGGED HARDWARE Pt. 154 5289 & Pt. 154 0057*

*SPACER BLOCK USED IN CONSOLE INSTALLATION ONLY



373 8606