



HURST COMP STICK KIT
2005-2007 DODGE CHARGER, MAGNUM,
AND CHRYSLER 300 (with AUTO-STICK)
Catalog #538 0410 & 538 0411
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Thank you for purchasing the Hurst Comp Stick Kit for your Dodge Charger, Dodge Magnum, or Chrysler 300 equipped with "Auto-Stick". This kit is constructed of a solid billet steel stick and billet aluminum plate for increased strength and feel over the stock factory pieces while adding a unique and finished look to your vehicle's interior.



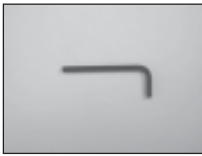


IMPORTANT! Installing the Hurst Competition Stick Kit requires moderate mechanical ability. Read this instruction sheet completely first, so that you thoroughly understand it and can become familiar with the procedure before attempting installation.

WORK SAFELY! Perform this installation on a good clean level surface for maximum safety and with the engine turned "off". Ensure that the parking brake is set and that the vehicle will not move if accidentally started.

INSPECT! Using the parts list below, ensure that all parts are present and free from objectionable defects and/or blemishes prior to beginning installation and/or modification (painting). Every effort has been made to ensure that these parts arrive to you in perfect and non-damaged condition. However, Hurst Performance will not accept returned parts due to cosmetic defect after they have been installed in a vehicle and/or modified (painted).


NOTE: FOR PHOTOGRAPHIC PURPOSES A BLACK ANODIZED KIT IS SHOWN THROUGHOUT THESE INSTRUCTIONS. THE POLISHED KIT INSTALLS WITH THE IDENTICAL STEPS. THE PLATE FOR YOUR SPECIFIC VEHICLE MAY VARY FROM THE ONE SHOWN. PLEASE REST ASSURED THAT THESE INSTRUCTIONS ARE SPECIFIC TO YOUR VEHICLE.


PARTS			
Knob 	Stick 	Plate 	Window 
Jam Nut 	Set Screw * 	M8 Nut 	HURST Emblem 
* screw may already be installed into stick.			


TOOLS				
Small Flat Blade AND Phillips Screwdriver	Plastic Trim Tool*	Hex Wrench (3mm)	3/4" or 19mm WRENCH	1/2" or 13mm WRENCH
				
<p>* A plastic knife, wooden popsicle stick or any flat tool that will not scratch the vehicle's interior plastic can also be used.</p>				

Disassembly

***Note: Some photos, while similar, may not exactly match your vehicles interior.**

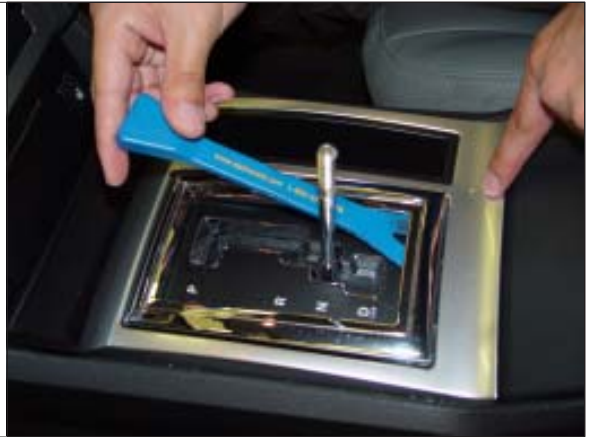
<p>STEP 1. Make sure vehicle is on level ground with the parking brake on. Move the shifter to the neutral position and make sure the vehicle is "OFF".</p> <p>NOTE: The brake pedal may need to be depressed to move the shifter to the neutral position from park.</p>	
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<p>STEP 2. Carefully pry the chrome knob collar down away from the knob and push it down off of the knob.</p> <p>TOOL: Small Flat Blade Screwdriver</p>	
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<p>STEP 3. Remove the knob by unscrewing it from the stick. Remove the collar after removing the knob.</p> <p>NOTE: Some 2007 vehicles may be equipped with a push-on style knob. If the knob does not turn, remove the knob by pulling upwards. If you have a flat style stick, the supplied HURST stick will NOT work. Please contact HURST Performance Customer Service (see last page) and request an exchange for part number 2380400.</p>	
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STEP 4. Gently pry off the plastic chrome trim ring from the center console and remove it.

TOOL: Plastic Trim Tool

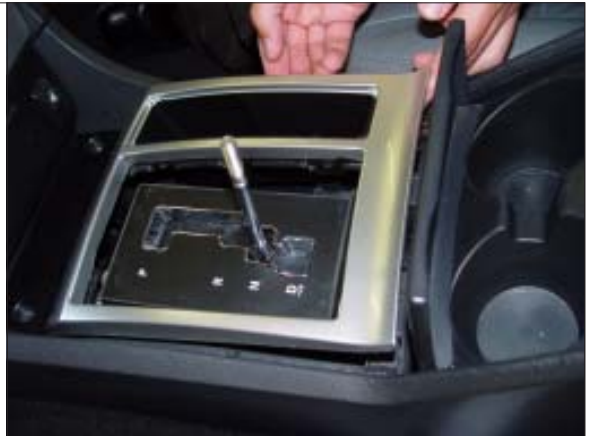


STEP 5. Remove the black rubber tray in front of the shifter by sliding it up and out. Then remove the two screws that are under the rubber tray.

TOOL: Philips Screwdriver



STEP 6. Gently remove the surrounding plastic cover by pulling upwards to access the tabs that secure the OEM plate to the white shifter housing.



STEP 7. Remove the black plastic shifter plate by prying the tabs on the passenger side (front and back) from the white shifter housing.

TOOL: Plastic Trim Tool



STEP 8. With the tabs on the passenger side free, lift up on the black plastic shifter plate and move it towards the driver's side to free it from the tabs on the left hand side.

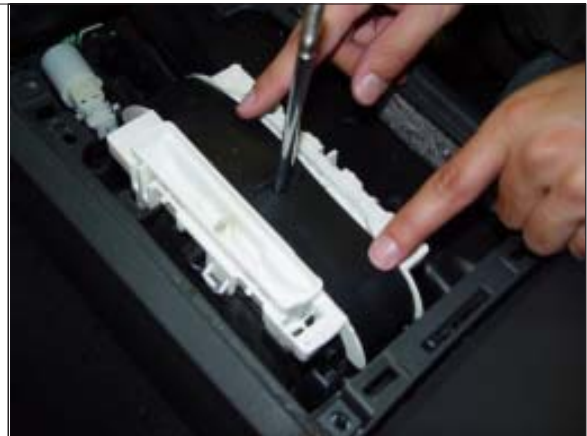


STEP 9. Remove the black plastic slider from the shift stick by pulling upwards. Take note of where the nub on the slider is located. The nub is commonly found at the bottom of the slider. Bend the ends of the slider aggressively, creating creases.

NOTE: This step is essential to prevent the black slider from binding and hanging up on the center console trim or the cupholders when shifting into Drive.



STEP 10. Replace the black plastic slider remembering where the nub was originally located.



STEP 11. Carefully peel the white backing off the window to reveal the adhesive surface.



Assembly

STEP 12. Attach the window to the underside of the HURST plate so that the letters show through the plate's cut out and apply some pressure.



STEP 13. To attach the HURST plate, align the right side slots in the plate with the tabs on the white shifter housing, then push down on the left side of the plate to snap into the tabs on the left side.



STEP 14. Start the set screw into the threaded hole on the front of the HURST stick.

NOTE: Do not tighten the screw in all the way at this time. The threaded hole for the set screw for the Dodge Charger, Dodge Magnum, and Chrysler 300C is located near the base of the stick.

TOOL: Hex Wrench (3mm)



STEP 15. Move the stick to the "Park" position and thread the Hurst stick down as far as possible making sure there is no interference with the Hurst plate. The set screw should face towards the front.

NOTE: If the Hurst stick does not easily thread over the original shift stick, try backing out the set screw from STEP 13 more.



STEP 16. Thread the large Jam Nut to the HURST stick all the way down towards the end of the threads to make space for the M8 jam nut and the Shift Knob.



STEP 17. Thread the M8 Jam Nut onto the top of the stock stick and tighten with a wrench while firmly holding the HURST stick to prevent it from rotating.

TOOL: 1/2" or 13mm Wrench



STEP 18. After the HURST stick has been "jammed" with the M8 jam nut and you have made sure that the stick is straight, tighten the set screw on the front of the stick to ensure that the Hurst stick is securely attached to the original shift stick.

NOTE: The stick may be moved to "Neutral" or any other gear for better access to the set screw

TOOL: Hex Wrench (3mm)



STEP 19. Carefully screw the HURST knob all the way down until it contacts the large jam nut, then unscrew the knob until the logo is aligned correctly.

NOTE: The clearance between the M8 jam nut and the internal threads of the HURST knob is very tight. Slowly screw on the HURST knob to prevent any damage to the internal threads of the knob. If the knob does NOT thread on easily, unscrew and try again. Do not force the knob.



STEP 20. Tighten or “jam” the large nut up against the Hurst knob while holding the knob with the correct logo orientation.

TOOL: 3/4” or 19mm Wrench



STEP 21. Replace the surrounding plastic cover that was removed in STEP 6 by pushing down and snapping into place. Replace the two screws that were removed in STEP 5 and then replace the rubber tray in front of the shifter. Replace the plastic chrome trim ring that was removed in STEP 4.

NOTE: The fit between the chrome trim ring and the Hurst plate has been purposely designed to be a very snug fit to prevent rattles and squeaks.



STEP 22. With the key in the ignition (vehicle “OFF”) and foot firmly depressing the brake pedal, cycle the shifter through all positions to ensure smooth and accurate movement. If binding or rough movement occurs, review and ensure that STEP 9 & 10 has been completed or needs to be revisited.

NOTE: DO NOT operate vehicle until all gears can be fully and smoothly engaged.



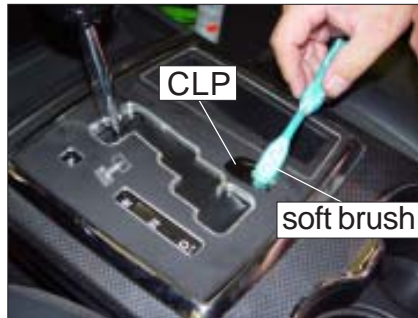
STEP 22. Enjoy!



Cleaning and Care

#538 0410 - HURST COMP STICK KIT (Black with Black Knob)

- The Hurst knob and Hurst stick (stainless steel) can be easily cleaned by wiping it down with a soft lint free cloth. The material of the Hurst plate in this kit is 6061-T6 aluminum finished with MIL-A-8625 TYPE II CLASS 2 BLACK Anodize. This type of finish is fairly durable and scratch resistant and should be easily cleaned with a soft brush or lint-free cloth. For deeper cleaning, Hurst recommends not to use any harsh cleaners or solvents except MIL-L-63460 or NATO S-758 specification CLP's (Clean, Lubricate, Preserve) applied with a soft brush (avoid applying CLP onto the surrounding plastic or spilling it down into the shift mechanism). A good quality CLP should bring back the original appearance of the black anodize unless deep scratches or other damage has been incurred. CLP's of this type are used in many firearm applications and can generally be found in most sporting good stores that sell firearms.



#538 0411 - HURST COMP STICK KIT (Polished Plate)

- The Hurst knob and Hurst stick (stainless steel) can be easily cleaned by wiping it down with a soft lint free cloth. The material of the Hurst plate in this kit is bare polished 6061-T6 aluminum. This type of finish is highly susceptible to scratches (care should be used) and periodically needs to be cleaned with a lint-free cloth. For deeper cleaning, Hurst recommends not to use any harsh cleaners or solvents except specific aluminum polish applied according to the label. A good quality aluminum polish should bring back the original polished appearance unless deep scratches or other damage has been incurred. Aluminum polishes of this type are used in aluminum wheel applications and can generally be found in most automotive parts stores.

Technical Service

A highly trained technical service department is maintained by Hurst Performance to answer your technical questions, provide additional product information and offer various recommendations.

Hurst offers a wide variety of custom T-Handles and knobs that can be used with this shifter to allow the driver to tailor the vehicle to his/hers personal liking. See your local retailer of Hurst products for specific prices.

Technical service calls, correspondence, and warranty questions should be directed to the following address:

Hurst
9142 Independence Ave.
Chatsworth, CA 91311
Phone (818) 483-1366
Monday-Friday 7AM to 4PM PST