



COMPETITION/PLUS[®] FOUR SPEED FLOOR SHIFT

373 4529

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

INSTALLATION INSTRUCTIONS

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!**

WARNING

THIS TRANSMISSION DOES NOT HAVE AN INTERLOCK TO PREVENT ENGAGEMENT OF THE REVERSE GEAR WHEN ANY OF THE FORWARD GEARS ARE ENGAGED. SEVERE DAMAGE TO THE TRANSMISSION WILL RESULT IF THIS SHOULD OCCUR. DOUBLE-CHECK THE LINKAGE BEFORE STARTING THE ENGINE OR MOVING THE CAR. INSERT NEUTRAL ALIGNMENT ROD (Pt. 1725) THROUGH LEVERS AND CHECK POSITIONS OF TRANSMISSION SHIFTING ARMS. 1-2 AND 3-4 TRANSMISSION CONTROL ARMS MUST BE AT NEUTRAL POSITIONS OF THEIR TRAVEL. REVERSE GEAR CONTROL ARM MUST BE AT FORWARD END OF ITS TRAVEL (DIS-ENGAGED).

CHECK THE PART NUMBERS STAMPED ON ALL PARTS RECEIVED WITH KIT WITH THE PART NUMBERS SPECIFIED

- Raise vehicle and support it with safety-approved jack stands. Remove stock shifter and linkage. 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.
- 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.
- Install shifter on mounting bracket. Adjust to mid-position in slot (shifter may be rocked forward or backward to suit individual preference). Tighten mounting bolts.
- 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.
- Install arm/rod/button assemblies onto transmission. Fasten arms to shafts using stock nuts, lockwashers and flatwashers.
- Insert nylon bushings into holes in levers - refer to Assembly View. Align levers with shifter frame and insert neutral alignment rod (Pt. 148 1725 - Item 24) through notches in frame and holes in levers.
- 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).
- 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 POSITIONS WHILE ALIGNMENT IS ACCOMPLISHED. Fasten buttons in levers with spring clips.
- 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 10.

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.

- Install shifter stop bolts. Adjust stop bolts by backing both out of shifter frame until only a few threads remain engaged. Push stick firmly into 3rd gear and hold it. Screw 3rd gear stop bolt in until contact is made. Back bolt out one turn and tighten jam nut. Pull stick firmly back into 4th gear. Screw 4th gear stop bolt in until contact is made, then back it out one turn and tighten jam nut. Refer to instruction sheet number 91 159 0091 for further clarification (if necessary). (Instruction sheet number 91 159 0091 is also enclosed with this package).

NOTE: A hole is provided in the reverse arm for the actuating rod of a GM back-up light switch. If your transmission is equipped with this switch, hook the switch rod in this hole.

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