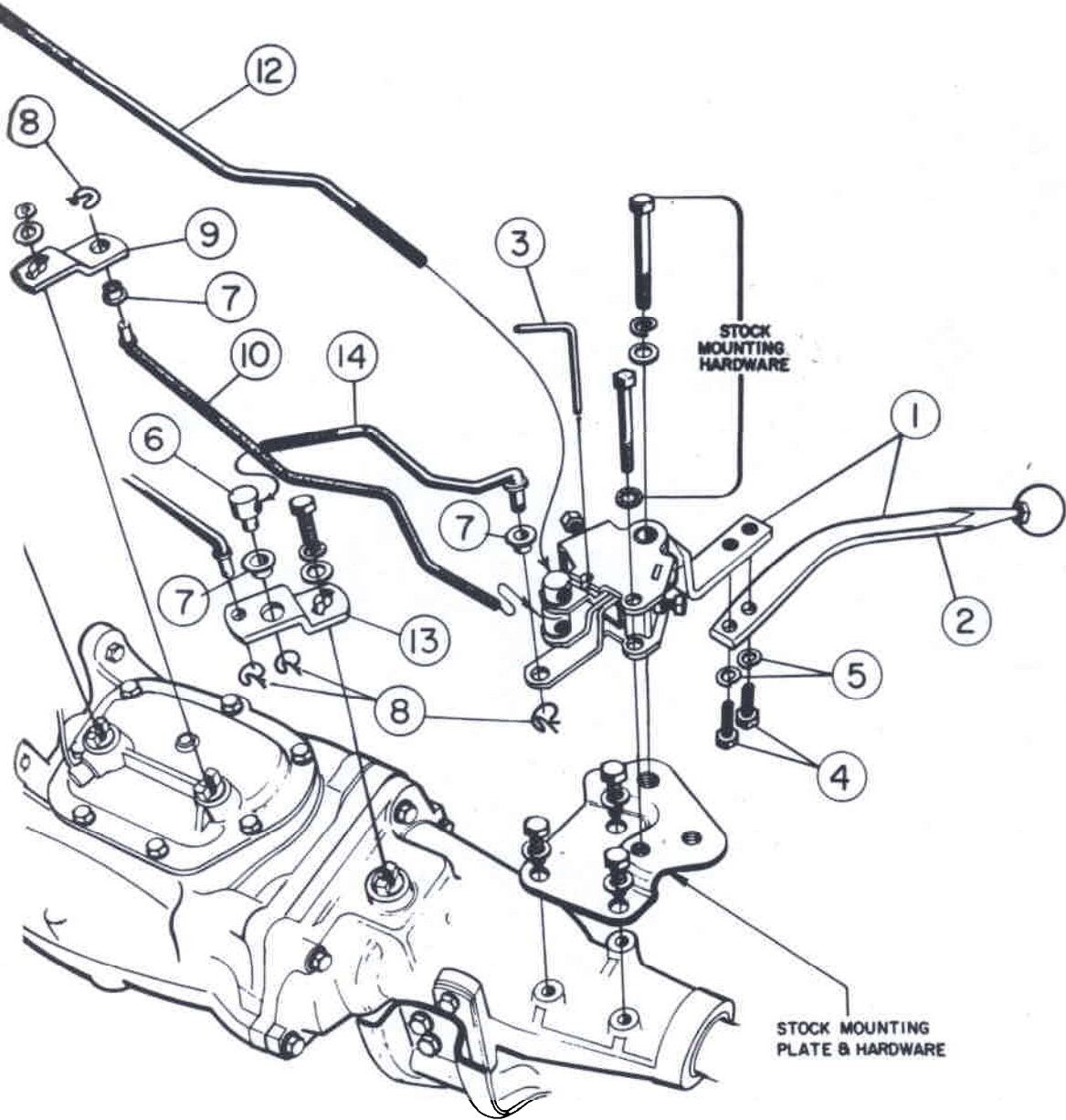


TION/PLUS[®] FLOOR SHIFT

NT NO. 3,216,274 & NO. 3,306,126



373 8605



COMPET FOUR SPEED

INSTALLATION INSTRUCTIONS

1. Remove stock shifter and linkage. Disconnect back drive rod at stock Reverse Arm only.
2. Install Shifter onto mounting plate. Tighten mounting bolts. Insert nylon bushings into arms. Assemble hooked ends of rod into arms and secure with spring clips. Check Assembly View for proper combination of parts.
3. Thread rod adjusting buttons onto rods. Spin buttons onto middle of thread length.
4. Install arm-rod-button assemblies onto transmission shafts. Refer to Assembly View for proper part combinations. Fasten arms onto shafts with stock flat-washers, lockwashers and bolts.
5. Insert nylon bushings into holes in levers - refer to Assembly View. Align levers with shifter frame and insert neutral alignment rod (Pt. 1725) through notches in frame and holes in levers.
6. 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 (dis-engaged position).
7. Adjust position of button on each rod to permit easy slip-in fit of button into nylon bushings in proper lever. TRANSMISSION ARMS MUST REMAIN IN NEUTRAL POSITIONS WHILE ALIGNMENT IS ACCOMPLISHED. Fasten buttons in levers with spring clips.
8. 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 9.

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 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 toward front of car. (Reverse arm is dis-engaged when at end of forward travel.) Adjust rod button for easy slip-in fit in bushing. Re-assemble and fasten with spring clip.

9. 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 felt. 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.
10. Connect the back drive linkage rod to the hole provided at the lower end of the arm. See note in side view picture. 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.



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. SHIFTER & STICK ASSEMBLY	Pt. 391 8791
2. STICK	Pt. 238 8009
3. NEUTRAL ALIGNMENT PIN	Pt. 148 1725
4. 3/8 - 24 x 1 1/4 HEX HEAD CAP SCREW	(2)
5. 3/8" SPLIT LOCKWASHER	(2)
6. ROD ADJUSTING BUTTON	Pt. 119 3783 (3)
7. BUSHING	Pt. 118 1681 (6)
8. SPRING CLIP	Pt. 9700015 (6)
9. ARM 1 - 2	Pt. 105 7129
10. ROD 1 - 2	Pt. 213 3646
11. ARM 3 - 4	Pt. 105 7130
12. ROD 3 - 4	Pt. 213 2139
13. ARM REVERSE	Pt. 105 7899
14. ROD REVERSE	Pt. 213 2137
BAGGED HARDWARE	Pt. 154 6821