



COMPETITION/PLUS®

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

373 8607

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

1. Remove stock shifter and linkage.
 2. Disconnect backdrive linkage rod that connects the steering column lever to the bellcrank on the frame of car. Replace this rod with the rod supplied. Use stock spring clip at column end. Use stock button at lower end of rod. Disconnect the backdrive rod that connects the bellcrank to the transmission reverse arm at the reverse arm only.
 3. Cut off the corner of the mounting plate as shown on template. Fasten mounting plate to transmission with three 3/8 - 16 x 3/4 bolts and three 3/8" internal tooth lockwashers supplied.
 4. Remove stick from shifter. Install shifter on mounting plate. Tighten both mounting bolts. Fasten stick to shifter.
 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. Install arm/rod/button assemblies onto transmission. Fasten arms to shafts using stock bolts, lockwashers and flatwashers.
 6. Insert nylon bushings into holes in levers - refer to Assembly View. Align levers with shifter frame and insert neutral alignment rod through notches in frame and holes in levers.
 7. Rotate transmission arms backward and forward. The neutral position for each arm can be felt at the mid-position of full travel. The **upper end** of reverse arm must be moved to the end of its travel toward the front of car (dis-engaged position).
 8. 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.
 9. 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 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.
10. 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 locknut. Pull stick firmly back into 4th gear, screw 4th gear bolt in until contact is made, then back stop bolt out one turn and tighten locknut.
 11. Connect the backdrive rod to the hole in the lower end of the HURST reverse arm. Adjust the clamp button (stock part) on bellcrank as necessary to cause steering column lock mechanism to function properly.

CONTENTS OF KIT

1. MOUNTING PLATE	Pt. 195 8008	16. ARM	1-2	Pt. 105 4293
2. 3/8" INTERNAL TOOTH LOCKWASHER	Pt. 267 3533 (4)	17. ROD	1-2	Pt. 213 5298
8. NEUTRAL ALIGNMENT ROD	Pt. 148 1725	18. ARM	3-4	Pt. 105 4294
9. ROD ADJUSTING BUTTON	Pt. 119 3783 (3)	19. ROD	3-4	Pt. 213 5299
10. BUSHING	Pt. 118 1681 (6)	20. ARM	REVERSE	Pt. 105 0016
11. SPRING CLIP	Pt. 97000015 (6)	21. ROD	REVERSE	Pt. 213 5307
12. 7/16 - 20 x 3 HEX HEAD CAP SCREW	Pt. 215 3243	22. ROD	BACKDRIVE	Pt. 213 0030
13. 7/16" SPLIT LOCKWASHER	Pt. 97000404	23. 3/8 - 16 x 3/4 HEX HEAD CAP SCREW		Pt. 96000540 (3)
14. 7/16" FLAT WASHER	Pt. 96000561		BAGGED HARDWARE	Pt. 154 4097
15. 3/8 - 24 x 2 3/4 HEX HEAD CAP SCREW	Pt. 215 3459			



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