



Competition/Plus Shifter

1998-2003 Chevy/GMC C&K Series
with NV-3500 5-Speed Transmission

Catalog # 391 0122

Installation Instructions

IMPORTANT! Read this instruction sheet completely 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". Apply parking brake and place blocks or wedges in front of and behind both rear wheels to prevent movement in either direction.

CAUTION! To avoid any possibility of bodily injury or damage to vehicle, do not attempt shifter installation until you are confident that vehicle is safely secured and will not move.

FACTORY SHIFTER REMOVAL

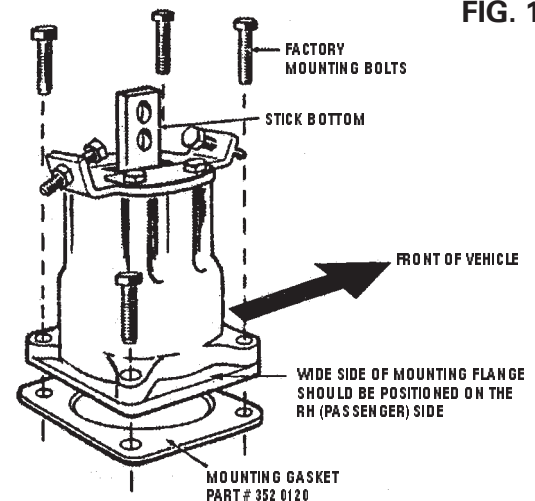
1. Place shifter into neutral position.
2. Remove factory console if equipped. **Note: Several styles of consoles have been used in these vehicles. Most are fastened with 2 or 4 screws that are typically hidden on the sides, under the cup holders, inside the console or other snap-in covers. If necessary, refer to a factory service manual for your specific year vehicle.** On vehicles without factory console, remove screws from trim plate securing the shift boot to the floor. Pull boot up onto the shifter stick exposing the lower boot.
3. Loosen the jam nut securing the stock shifter stick to the stick bottom and turn counter clockwise to remove the shifter stick. **NOTE: This step is not necessary for all vehicles, however, it will allow you additional working area.**
4. If necessary, pull the carpeting back over the shifter to expose the inner boot and gain access to the screws that secure the inner boot to the floor tunnel. **NOTE: In some cases it will be easier using a sharp utility knife to carefully cut through the carpet to gain access to the inner boot. Caution! Use extreme care when working with sharp objects to avoid bodily injury.** Cut the carpeting very neatly and the minimum amount necessary so the cut is not visible when the console is replaced.
5. Remove screws that secure the rubber inner boot to the floor pan tunnel and set screws aside.
6. After the inner boot is removed, you may have to remove any insulating and sound deadening foam material around the shifter to gain access to the shifter mounting bolts. **Note: It may be very difficult to remove this foam insulator.** You can try pulling the insulator out of the opening in the floor tunnel from inside the truck, however, use extreme care not to damage foam. We recommend having a helper push up on the insulator from underneath the vehicle to facilitate removal. **Note: If the insulating foam cannot be removed, you will need to cut through it using a sharp utility knife.** Be very careful as you are cutting the foam. Cut in the center from front to rear and remove in 2-halves. **IMPORTANT! This foam material MUST be replaced to keep engine noise, heat and exhaust fumes from entering the vehicle.**
7. Remove four (4) bolts from factory shifter base and remove shifter assembly from transmission by pulling up and out. Set bolts aside.

COMPETITION/PLUS SHIFTER INSTALLATION

8. Unbolt and remove Hurst chrome plated stick from shifter stick bottom and set aside. **Note: The chrome plated stick will need to be re-installed on the same side of the stick bottom that it was removed from.**

9. Clean shifter mounting surface on transmission and position new mounting gasket (supplied) in place. **Note: DO NOT use the rubber gasket from the stock factory shifter.**
10. Install Hurst Competition Plus Shifter base assembly onto transmission making sure that machined ball on stick bottom fits properly into shift selector socket inside transmission. **Note: For mounting identification purposes, the shifter base assembly must be installed with the wide side of the housing mounting flange positioned to the RH (passenger) side.** (Refer to Fig. 1)

FIG. 1



11. Re-install four (4) factory mounting bolts and tighten evenly to 10-12 lbs. ft. torque.

OPTIONAL ISOLATOR INSTALLATION

12. **Note: This isolator is optional for installations where transmission noise is transmitted through the shifter stick and may be annoying.** Place one (1) neoprene isolator (supplied) between shifter stick bottom and chrome plated stick. Place other neoprene isolator against outer side of chrome plated stick. Place steel isolator plate (supplied) against neoprene (Refer to Fig. 5). **IMPORTANT! Re-install chrome plated stick to the same side of stick bottom that it was previously removed from.** Fasten chrome plated stick, to stick bottom in shifter base assembly using bolts and washers previously removed, and tighten bolts to 30-35 lbs. ft. torque. Flat washers used on bolt heads should be against steel isolator plate. **Note: When installing isolator, we recommend applying thread locker to the bolt threads to prevent bolts from loosening up.**
13. Test shifter operation. Move stick through entire gearshift pattern making sure that it engages each gear fully and that stick moves freely from side to side in "neutral" position.

SHIFTER STOP BOLT ADJUSTMENT

14. Turn adjuster bolts located in stop bolt frame so that heads are away from shifter stick. Pull stick firmly into 2nd gear and hold securely. Back rear stop bolt out until head contacts stick. Hold bolt secure with 9/16" wrench and tighten jam nut using a 9/16" wrench. (Refer to

Fig. 2). Repeat adjustment on forward stop bolt. Push stick firmly into 3rd gear, and hold securely. Back forward stop bolt out until head contacts stick. Hold bolt secure with wrench and tighten jam nut.

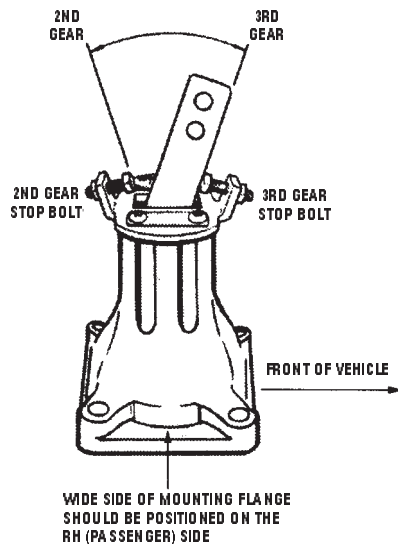


FIG. 2

OPTIONAL ADJUSTMENT OF SHIFTER STICK TENSION

Shifter stick tension can be made "softer" by removing the smaller spring (inner) from each side of shifter stick.

CAUTION: WEAR SAFETY GLASSES FOR EYE PROTECTION. SUDDEN RELEASE OF SPRINGS THAT ARE UNDER COMPRESSION IS DANGEROUS. RELEASE SPRINGS CAREFULLY. **IMPORTANT:** REMOVE SPRINGS ONE SIDE AT A TIME. SHIFTER CAN BECOME DIS-ASSEMBLED IF BOTH SIDES ARE REMOVED AT THE SAME TIME.

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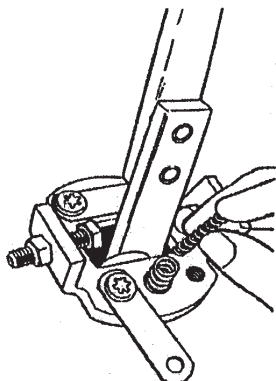


FIG. 3

15. Loosen both Torx head screws using a No. 30 Torx head driver bit. Remove one screw and slide retainer away to expose springs. Remove inner (smaller) spring only. Replace retainer and screw. Tighten both screws to 125-150 inch pounds. Repeat this procedure on opposite side (Refer to Fig. 3). **NOTE:** If you are not satisfied with the "softer" shifter stick tension, re-install inner springs.

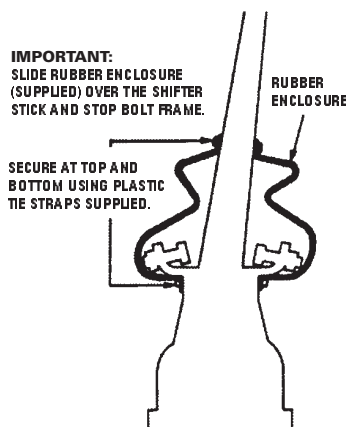
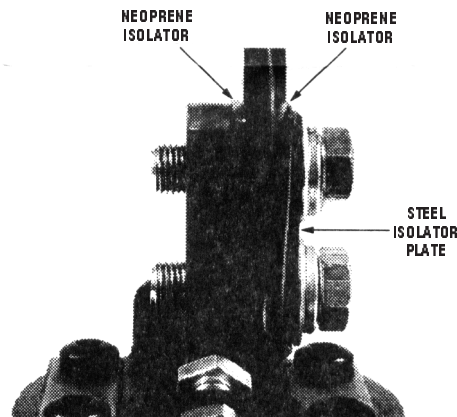


FIG. 4

FIG. 5



16. Remove knob from shifter stick. Slide rubber enclosure (supplied) over the shifter stick and stop bolt frame. Secure at top and bottom using plastic tie straps supplied (Refer to Fig. 4). **IMPORTANT!** This rubber enclosure must be installed to prevent dirt and moisture from entering shifter base housing which can cause premature wear of shifter.



FIG. 6

17. Replace the insulating foam previously removed.
18. Re-install factory inner boot and secure to floor pan tunnel with hex head screws previously removed. **Note:** This boot might fit tightly over the Hurst shifter rubber enclosure.
19. Replace carpeting if previously removed.
20. Re-install factory console if equipped or factory floor shift boot. **Note:** A new Hurst Super Boot is included with your shifter to be used if desired in place of the factory console or factory floor shift boot.
21. Slide the small rubber "mini" boot onto the Hurst shifter stick and tuck into the opening of the factory boot (see Fig. 6 for boot detail).
22. Install Hurst knob onto shifter stick, turn to desired position and tighten jam nut against knob.

NOTE: RETAIN THESE INSTRUCTIONS FOR FUTURE REFERENCE

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. See your local retailer of Hurst products for specific prices.

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

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