INSTALLATION INSTRUCTIONS

COMPETITION PLUS SHIFTER

Fits 1994-2000 DODGE DAKOTA V8
with NV-3500 5-Speed Transmission
Catalog # 391 0155

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 Phillips head screws that are typically hidden under the cup holders or other snap-in covers.** On vehicles without factory console, remove screws from trim plate securing the shift boot to the floor. Pull boot up onto the stick exposing the lower boot.
3. Remove screws that secure the rubber lower boot to the floor pan tunnel using an 8mm socket or wrench. Set screws aside.
4. Remove factory shifter knob and pull the upper and lower boots up and off of the shifter stick.
5. Remove four (4) bolts from factory shifter base and remove shifter assembly from transmission by pulling up and out.

Competition Plus Shifter Installation

6. 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.**
7. Clean shifter mounting surface on transmission and position new mounting gasket (supplied) in place.
8. 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)
9. Install four (4) new 6 mm thread hex head mounting bolts (supplied) and using a 10 mm wrench or socket, tighten evenly to 10-12 lbs. ft. torque.
10. Place one 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) **Note: Re-install chrome plated stick to the same side of stick bottom that it was previously removed from.** Fasten 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 for bolt heads should be against steel isolator plate.

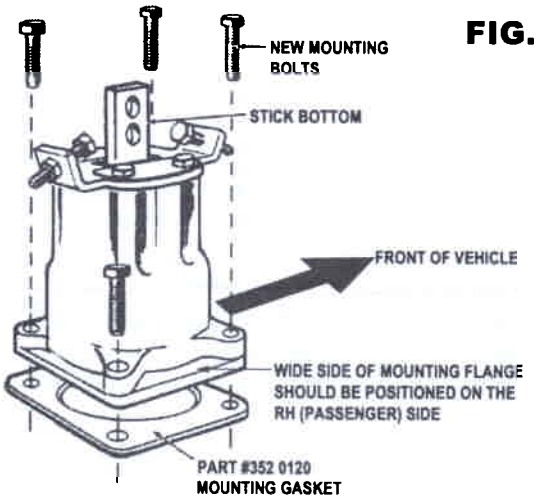


FIG. 1

11. Test shifter operation. Move stick through entire gear shift 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

12. 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 wrench and tighten jam nut. (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.

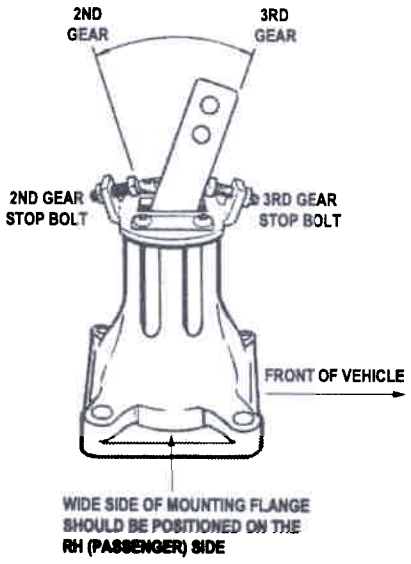


FIG. 2

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.

13. 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.**
14. 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.**
15. Re-install factory lower shifter 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.**
16. Re-install factory console if equipped or factory floor shift boot.
17. 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:

Hurst Performance
10601 Memphis Ave. #12
Cleveland, Ohio 44144
Phone (216) 688-8300 Ext.500
Monday – Friday 8:30 A.M. to 5:00 P.M. E.S.T
www.mrgasket.com

OPTIONAL ADJUSTMENT OF SHIFTER STICK TENSION

FIG. 3

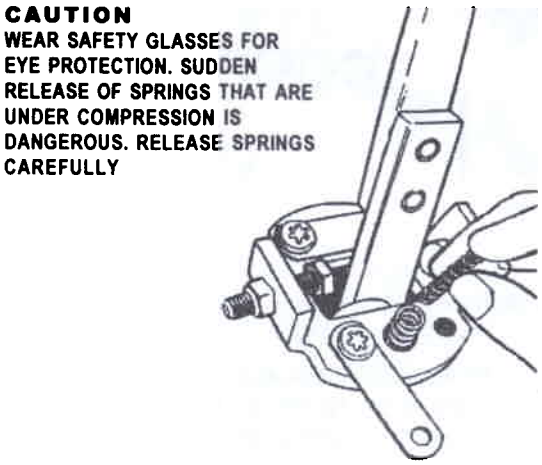


FIG. 4

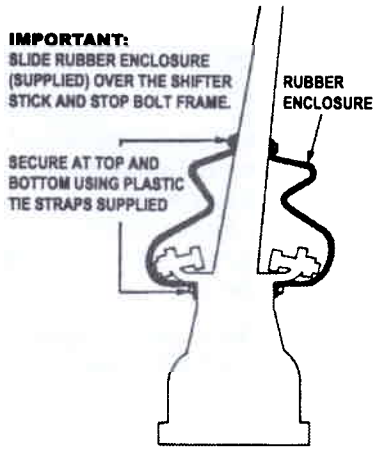
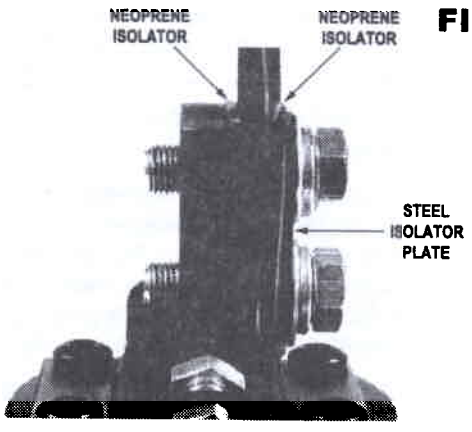


FIG. 5



HURST IS A MR. GASKET PERFORMANCE GROUP COMPANY
© 2001
FORM # 159 0155
MADE IN U.S.A.
PRINTED IN U.S.A.