



COMPETITION/PLUS SHIFTER

2005 Mustang GT
with 5-Speed Manual Transmission

Catalog # 391 0200/391 0201

Installation Instructions

Thank you for choosing the HURST Comp/Plus Shifter for your Mustang

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". Installation of this shifter requires working underneath vehicle. **USE EXTREME CAUTION WHEN WORKING UNDERNEATH VEHICLE.** Never get near or underneath vehicle until you are confident that it is safely supported and will not move or fall from its raised position. **DO NOT USE A BUMPER JACK!**

NOTE! There is a limited amount of working space underneath the car around the transmission and floor pan area while replacing and installing the shifter assembly, however, shifter removal and replacement can be performed without removal of drive shaft. If drive shaft is removed to facilitate the installation, consult the manufacturer's service manual for correct procedure.

FACTORY SHIFTER REMOVAL

1. Place shifter in neutral position.
2. Work upper part of shift boot out of retainer groove of shifter knob and slide down onto stick.
3. Remove shifter knob from stick by turning counter-clockwise.
4. Using both hands, place fingers underneath front outer edges of shifter boot and pull up to release and remove from console (see fig.1). Slide boot up and over shifter stick.
5. Remove large dust boot by pulling out of floor pan opening and sliding up over shifter stick.
6. Raise vehicle to an adequate height using appropriate lifting device to gain access to the underside of the shifter assembly. Support vehicle using automotive approved support stands having adequate load capacity. **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 or fall from its raised position.**



Figure 1

REMOVAL OF FACTORY SHIFTER

7. From underneath the car, use a 13mm wrench to remove the hex nut that secures the transmission linkage rod to the bottom of the factory shifter (see fig.2). Disconnect the rod by pulling it out of the shifter stick bottom.

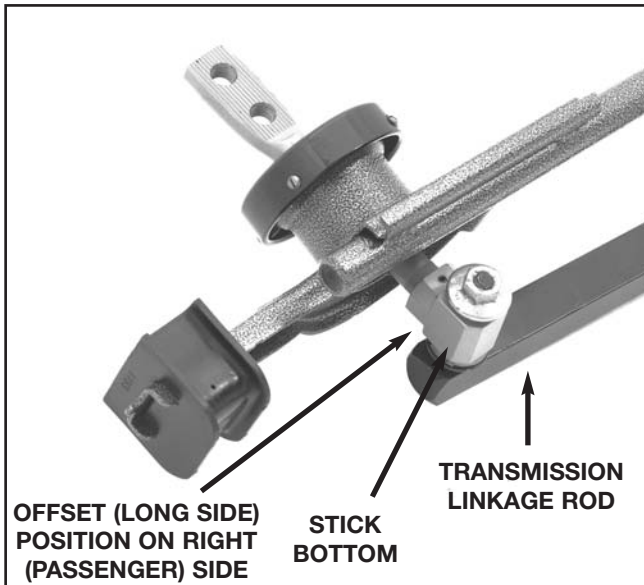


Figure 2

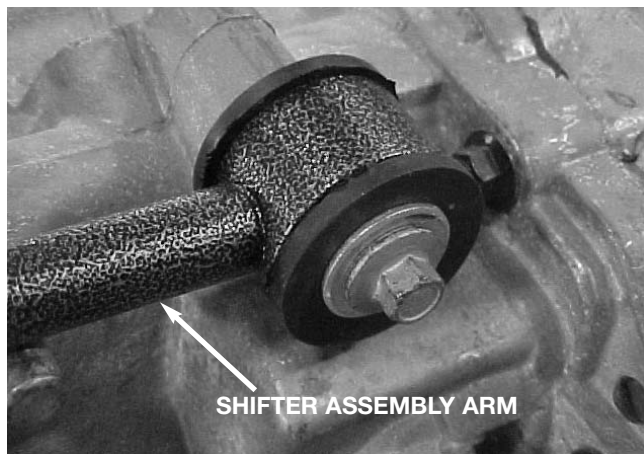


Figure 3

8. Using a 10mm wrench, remove the front bolt that secures the shifter assembly arm to the transmission and set aside (see fig.3).
9. Using a 10 mm wrench or deep well socket, remove the two (2) hex nuts that secure the rear mount of the shifter assembly to the floor pan and set aside (see fig.4).

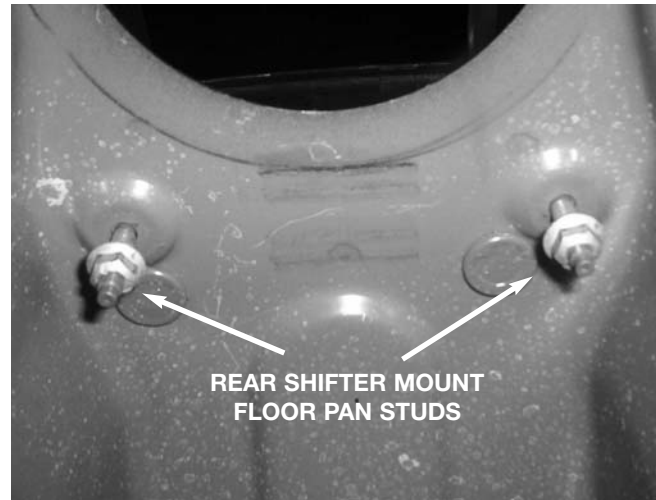


Figure 4

10. From inside the car, carefully pull the shifter assembly out. *Note: A helper is recommended from underneath to assist in the removal process.*
11. Place factory shifter on workbench and remove the two (2) plastic bushings from the bottom of the shifter. Remove the metal bracket from the rear rubber mount and the two (2) metal-flanged sleeves from the front rubber bushings located in the shifter assembly arm. Set parts aside for use in Hurst shifter assembly.

HURST SHIFTER INSTALLATION

1. Place Hurst shifter assembly on workbench. Insert the two (2) metal-flanged sleeves into the urethane bushings located in the Hurst shifter assembly arm, and replace the metal bracket onto the rear urethane mount. Insert the two (2) plastic linkage rod bushings into the shifter stick bottom. Lightly lubricate as needed.
2. From inside the car, carefully insert the Hurst shifter assembly through the console and into the opening in the floor tunnel.
3. From underneath the car, attach front shifter arm to the transmission. Lightly lubricate threads and replace hex bolt previously removed but do not tighten (see fig.3).
4. Re-attach the rear mount of the shifter assembly to the floor pan studs and replace the hex nuts previously removed. Using a 10mm wrench or socket, tighten securely. **Caution: Use care to not over tighten these nuts to avoid breaking of studs.**
5. Using a 10mm wrench, tighten the hex bolt that secures the front shifter arm to the transmission.

6. Lightly lubricate stem on shift rod linkage and insert into bushings located in shifter stick bottom. **Important: Offset (long side) of connector located on stick bottom should be positioned to the right (passenger) side (see fig.2).** Fasten with hex nut previously removed and tighten securely using a 13mm wrench. **Note: We recommend using thread locker on the threads to prevent loosening.**
7. From inside the car, attach the Hurst upper stick to the stick bottom with the two (2) button head socket bolts and star tooth lock washers supplied. **Important: Be sure that serrations on upper stick engage serrations on stick bottom.** Using a 7/32" hex key wrench, tighten bolts 30-35 ft. lbs. torque.
8. **IMPORTANT!** Test shifter operation. Move shifter through entire gearshift pattern making sure that it engages each gear fully and that stick moves freely from side to side in "neutral" position.
9. Replace the large rubber dust boot onto the Hurst shifter assembly. Check to be sure that groove in dust boot is seated properly into floor tunnel.

Shifter Number 391 0200

1. Replace the console shifter boot by sliding it over the new Hurst stick. Position the boot correctly and carefully press around the outer edges until the retainer clips snap firmly into place.
2. Replace the factory shifter knob onto the Hurst stick by turning clockwise until snug and into correct position. Slide top of boot up onto stick and into retainer groove of knob.

Shifter Number 391 0201

1. Replace the console shifter boot by sliding it over the new chrome-plated Hurst stick. Position the boot correctly and carefully press around the outer edges until the retainer clips snap firmly into place. Slide the included boot adapter onto the stick and work the boot into the groove of the adapter.
2. Install Hurst shifter knob onto stick, turn to correct position and tighten jam nut against knob using a 9/16" open-end wrench.

This completes the installation.

IMPORTANT: 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.

Hurst offers a wide variety of custom T-Handles and knobs that can be used with this shifter to allow the driver to tailor the vehicle to his/hers personal liking. 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.5

Monday-Friday 8:30 A.M.to5:00 P.M. E.S.T

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Hot new head gear! Made with premium quality materials and construction. Black cap with red bill features a Velcro strap for easy adjustment.



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Relive the era of 1965 when the spectator stands at the U.S. Nationals in Indianapolis was a sea of yellow as everyone at the raceway was given one of these caps to promote Hurst Shifters. Made of premium quality materials and construction, this bright yellow cap features a black edge bill with large nostalgia Hurst logo and Velcro strap for easy adjustment.



Brushed Finish
3/8-16 Thread



153 4813

Brushed Finish
w/12-Volt Switch
3/8-16 Thread



153 0003

Sidewinder Knob
w/12-Volt Switch
3/8-16 Thread



163 0069

Polished Finish
3/8-16 Thread

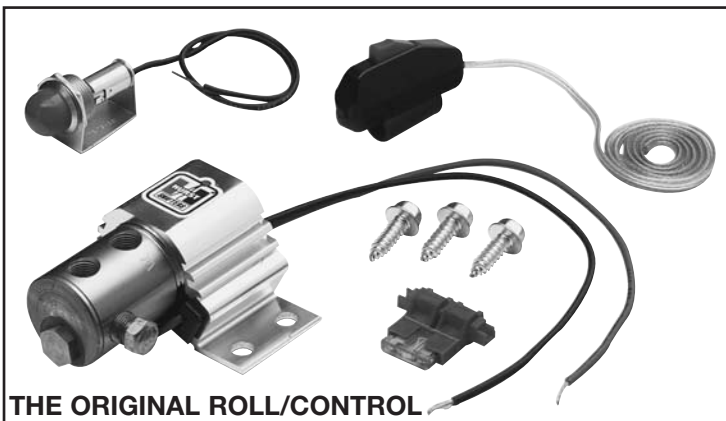


153 0026



HURST EQUIPPED EMBLEM 136 1000

Based on original HURST blueprints, this HURST EQUIPPED emblem is an authentic reproduction of the one used on the late '60's muscle cars equipped with a factory Hurst shifter. Made of durable ABS plastic with 3M adhesive tape backing for permanent mounting. Nominal size is 1-1/4" high by 5 -1/4" long.



THE ORIGINAL ROLL/CONTROL

174 5000

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FORM 159 0200
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