



Installation Instructions

Competition Plus Installation Kit

Fits: Various Chevrolet 1955-1972 vehicles
w/Saginaw Manual Transmission
Catalog# 3737919

WORK SAFELY: Perform this 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 disconnect or installation until you are confident that the vehicle is safely secured and will not move.

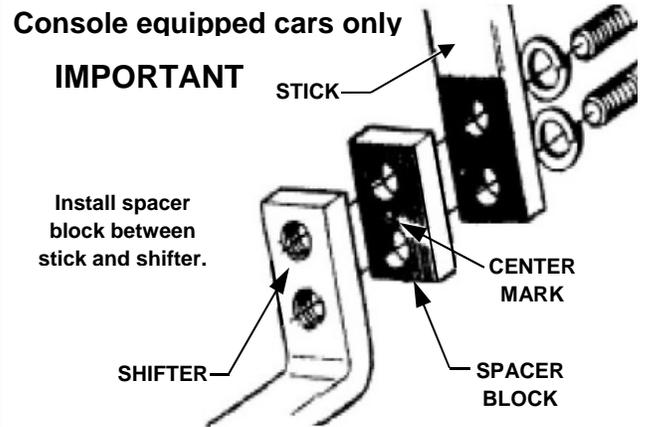
ATTENTION: Due to variations in the auto manufacturing tolerances, the transmission rods supplied with this kit may require slight bending to clear any obstructions, etc. Protect the threads while bending. **BEND RODS COLD! – DO NOT APPLY HEAT!**

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 THE NEUTRAL ALIGNMENT ROD THROUGH THE LEVERS AND CHECK THE POSITIONS OF THE 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 THE FORWARD END OF ITS TRAVEL (DIS-ENGAGED).

1. Remove stock linkage, shifter and brackets from transmission. Remove the backdrive rod from the Reverse arm ONLY.
2. Install mounting bracket by starting the two stock bolts in the forward mounting ears of the bracket. Do not tighten these bolts.
3. Install the shifter onto the mounting bracket. Install the shifter mounting bolts in the shifter after you have maneuvered the stick through the opening in the floor tunnel. Fasten the rear of the bracket with the "U" clamp. Tighten the two bolts that fasten the forward end of the bracket to the transmission and tighten the two bolts that fasten the shifter to the bracket.
4. Install stick on shifter.

5. CONSOLE CARS ONLY: Remove the center console plate. Install a spacer block between the stick and shifter and tighten the mounting bolts.

IMPORTANT: CENTER MARK ON SPACER MUST FACE SHIFTER



6. Insert the nylon bushings into the holes in the levers – (Refer to diagram). Align the levers with shifter frame and insert the neutral alignment rod through the notches in the frame and holes in the levers.

7. 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 cat (dis-engaged position).

8. Adjust the positions of the button on each rod to permit easy slip- in fit of button in the nylon bushing in the proper lever. TRANSMISSION ARMS MUST REMAIN IN NEUTRAL POSITIONS WHILE ALIGNMENT IS ACCOMPLISHED. Fasten the buttons in the levers with spring clips.

9. Remove the neutral alignment rod and test the shifter. The 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 the shifter functions properly, proceed to number 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 the stick forward to 3rd, then back to 4th, then into Neutral. Insert the neutral alignment rod. If the rod CANNOT be inserted freely, the 3-4 rod button is incorrectly adjusted. Similar testing of the 1-2 shift will prove the alignment of the 1-2 rod adjustment.

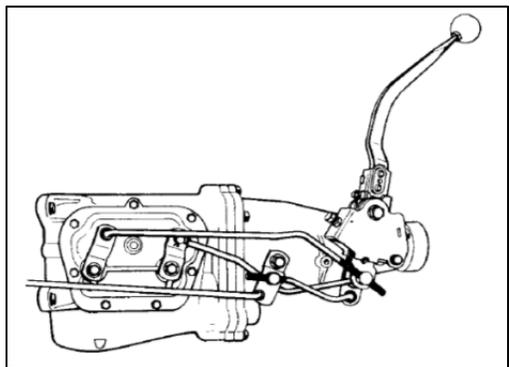
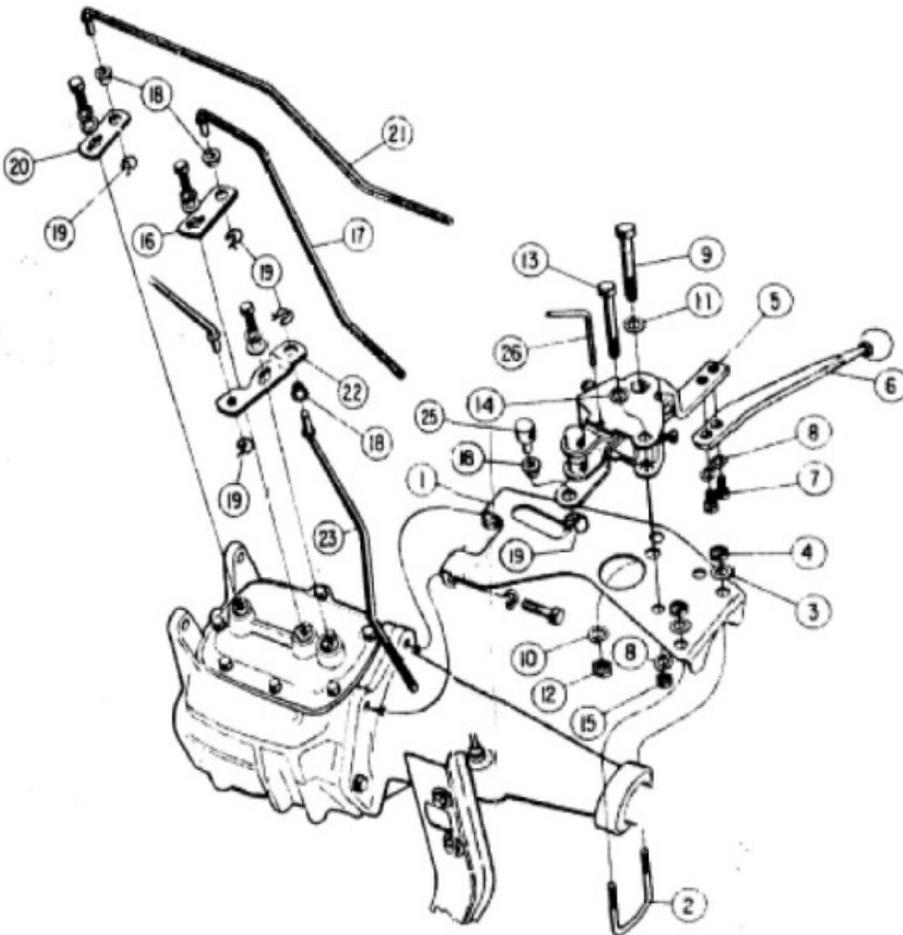
To check the reverse rod button adjustment, place the stick at Neutral. Disconnect the reverse rod adjusting from the reverse lever. Grasp the rod and push toward the front of the car. (Reverse arm is dis-engaged when at the end of forward travel.) Adjust the rod button for easy slip-in fit in the bushing. Re-assemble and fasten with a spring clip.

10. Adjust the shifter stop bolts. Back both bolts out of the shifter frame until only a few threads remain engaged. Push the stick firmly into 3rd gear and hold it. Screw the 3rd gear stop bolt in until contact is made. Back the bolt out one turn and tighten the locknut. Pull the stick firmly back into 4th gear. Screw the 4th gear stop bolt in until contact is made, then back it out one turn and tighten the locknut.

11. Install the stock backdrive rod in the hole provided in the Hurst Reverse arm. Fasten with the stock clip.

IMPORTANT

After the installation has been completed, check to be sure that the column lock functions properly. If the backdrive does not lock the column or the shifter cannot be put into REVERSE, adjust the backdrive linkage at the lower end of the column rod.



CONTENTS OF KIT

- 1. MOUNTING BRACKET
- 2. "U" CLAMP
- 3. 1/4" FLATWASHER
- 4. 1/4-28 SELF LOCKING NUT
- 5. SHIFTER ASSEMBLY (NOT INCLUDED)
- 6. STICK
- 7. 3/8-24x1 1/4 HEX HEAD CAP SCREW
- 8. 3/8" SPLIT LOCKWASHER
- 9. 7/16-20 x 3 HEX HEAD CAP SCREW
- 10. 7/16" FLATWASHER
- 11. 7/16" SPLIT LOCKWASHER
- 12. 7/16-20 HEX NUT
- 13. 3/8-24x3 HEX HEAD CAP SCREW
- 14. 3/8" FLATWASHER
- 15. 3/8-24 HEX NUT
- 16. ARM 1ST-2ND
- 17. ROD 1ST-2ND
- 18. NYLON BUSHING
- 19. SPRING CLIP
- 20. ARM 3RD-4TH
- 21. ROD 3RD-4TH
- 22. ARM REVERSE
- 23. ROD REVERSE
- 24. SWITCH ACTIVATING ARM
- 25. ROD ADJUSTING BUTTON
- 26. NEUTRAL ALIGNMENT ROD
- 27. SPACER BLOCK

BAGGED HARDWARE

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 sued 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:



Hurst Performance Products

(707) 544-4761

www.Hurst-Shifters.com