



COMPETITION/PLUS[®] MUNCIE FOUR SPEED FLOOR SHIFT

373 7131

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

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

- Remove stock shifter and linkage. Disconnect backdrive rod at stock Reverse Arm only.
 - Remove the two bolts and lockwashers that fasten the transmission pad to the crossmember. Use a suitable jack to raise the transmission clear off the rubber insulator pad. Place a block of wood between the top of the jack and the transmission housing before raising jack. See exploded Assembly Drawing.
 - Slide base of HURST mounting bracket between the transmission pad and the rubber insulator. Replace the stock mounting bolts but do not tighten them. Fasten the rear end of the bracket with the "U" clamp bolt. Remove jack and tighten all mounting bolts.
 - Install shifter on mounting bracket. Tighten mounting bolts.
 - 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.
 - Insert nylon bushings into holes in levers - refer to Assembly View. Align levers with shifter frame and insert neutral alignment rod (Pt. 1725) through notches in frame and holes in levers.
 - 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 of car (dis-engaged position).
 - 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.
 - 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 11.
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 rod 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.
 - 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 stop bolt in until contact is made, then back stop bolt out one turn and tighten locknut.
 - Connect backdrive linkage rod to the hole provided at the lower end of the HURST Reverse Arm. See the exploded Assembly View. Fasten rod with stock clip.
- NOTE: After installation has been completed, check to be sure that the column lock functions properly. If backdrive does not lock the column, or if shifter cannot be put into REVERSE, adjust backdrive linkage at lower end of the column rod.

FILL OUT GUARANTEE CARD COMPLETELY AND RETURN PROMPTLY.

CONTENTS OF KIT

5. 3/8" SPLIT LOCKWASHER	Pt. 97000359	16. ARM 1-2	Pt. 105 7129
6. MOUNTING BRACKET	Pt. 117 5284	17. ROD 1-2	Pt. 213 5307
7. "U" CLAMP	Pt. 265 5293	18. NYLON BUSHING	Pt. 118 1681 (6)
8. 5/16" FLATWASHER	Pt. 96000559 (2)	19. SPRING CLIP	Pt. 97000015 (6)
9. 5/16 - 24 SELF-LOCKING NUT	Pt. 97006026 (2)	20. ARM 3-4	Pt. 105 7130
10. 7/16 - 20 x 3 HEX HEAD CAP SCREW	Pt. 215 3243	21. ROD 3-4	Pt. 213 2145
11. 7/16" SPLIT LOCKWASHER	Pt. 97000404	22. ARM REVERSE	Pt. 105 7128
12. 7/16" FLATWASHER	Pt. 97000561	23. ROD REVERSE	Pt. 213 3691
13. 3/8 - 24 x 3 HEX HEAD CAP SCREW	Pt. 215 4371	24. ROD ADJUSTING BUTTON	Pt. 119 3783 (3)
14. 3/8" FLATWASHER	Pt. 97090058	25. NEUTRAL ALIGNMENT ROD	Pt. 148 1725
15. 3/8 - 24 HEX NUT	Pt. 97000661	BAGGED HARDWARE	Pt. 154 5289



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