



# HURST #373 7637 COMPETITION/PLUS

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

## INSTALLATION INSTRUCTIONS

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### 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 THREADING WHILE BENDING. BEND RODS COLD! DO NOT APPLY HEAT!

1. Place a suitable jack under the transmission. Use a block of wood between the top of the jack and the transmission housing. Remove the two bolts that fasten the lower crossmember (which supports the transmission extension housing). Remove the bolts that fasten the crossmember to the transmission. REMOVE CROSSMEMBER.
2. Remove the stock linkage from the transmission EXCEPT for the REVERSE linkage. DISCONNECT THE LINKAGE AT THE REVERSE ARM AT THE TRANSMISSION ONLY.
3. Install the mounting place on the extension housing.
4. Remove the stock back-up light switch assembly from the stock shifter. Grasp plastic body of switch firmly and pull switch out of shifter mounting. Remove the spring clamp from the hole in the stock switch mounting hole.
5. Install the spring clamp into the back-up light switch bracket supplied with the HURST shifter (Pt. 6889). Push the stock switch all the way into the bracket (as far as it can go). NOTE: THIS SWITCH IS SELF-ADJUSTING, IT AUTOMATICALLY POSITIONS ITSELF THE FIRST TIME THAT YOU SHIFT INTO "REVERSE."
6. Remove 3/8" bolt and jam nut from rear end of shifter. Install back-up light switch bracket under jam nut and adjust to position switch plunger squarely against the rear edges of the REVERSE shifter lever. Tighten the jam nut.
7. Install shifter on mounting bracket. Tighten mounting bolts.
8. Assemble rods to their respective arms using nylon bushings and clips. Refer to exploded Assembly Drawing for proper parts combinations. Spin buttons onto threaded ends of rods to the middle of the thread length.
9. Install arm/rod/button assemblies onto transmission. Fasten arms to shafts using stock nuts, lockwashers and flatwashers.
10. 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.
11. 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).
12. Adjust position 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.

### WARNING

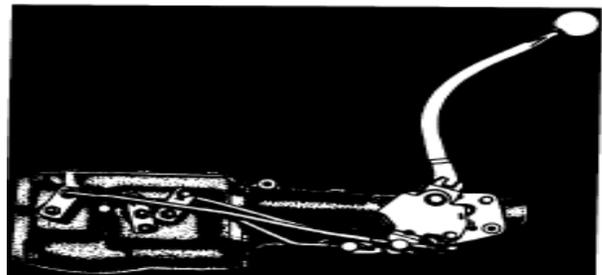
THIS TRANSMISSION DOES NOT HAVE AN INTERLOCK TO PREVENT ENGAGEMENT OF THE REVERSE GEAR WHEN ANY OF THE FORWARD GEARS ARE ENGAGED. SEVERE DAMAGE TO THE TRANSMISSION WILL RESULT IF THIS OCCURS. DOUBLE-CHECK THE LINKAGE BEFORE STARTING THE ENGINE OR MOVING THE CAR. INSERT NEUTRAL ALIGNMENT ROD (PT. 17251) THROUGH LEVERS AND CHECK POSITIONS OF TRANSMISSION SHIFTING ARMS. 1-2 AND 3-4 TRANSMISSION CONTROL ARM MUST BE AT NEUTRAL POSITIONS OF THEIR TRAVEL. REVERSE GEAR CONTROL ARM MUST BE AT FORWARD END OF ITS TRAVEL (DIS-ENGAGED)

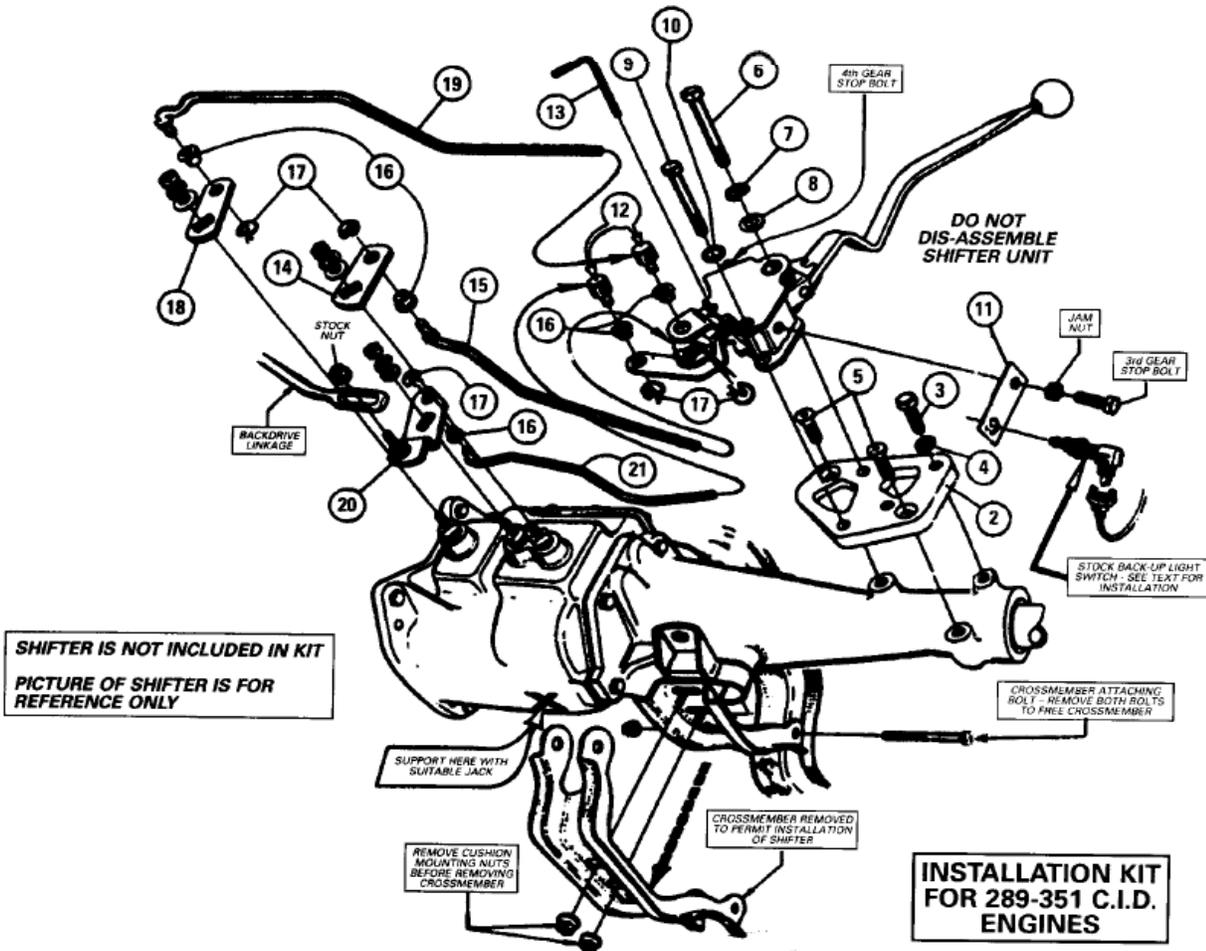
13. Remove neutral alignment rod. Test shifter. Stick should move freely from side-to-side at neutral (between 1-2 and 3-4 shifting paths). An increased pull toward the operator should engage the reverse lever. If shifter functions properly, proceed to paragraph 14.

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 shifter will prove alignment of 1-2 rod adjustment.

To check reverse rod button adjustment, place stick on neutral. Disconnect reverse rod adjustment button from reverse lever. Grasp rod and push all the way toward front of car. Adjust rod button for waxy slip-in fit in bushing. Re-assemble and fasten with spring clip.

14. 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 jam nut. 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 jam nut. Re-adjust the back-up light switch bracket as directed in paragraph 6.
15. Connect the stock linkage to the stud on the HURST REVERSE arm (Pt. 7647). Use the stock nut and lockwasher to fasten this linkage together. This linkage is the BACKDRIVE that actuates the steering column locking feature. Adjust this linkage at the stud to obtain proper operation of this mechanism in the steering column.
16. Replace crossmember. Tighten all bolts and nuts





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| 5. 5/16 - 18 x 1 FLAT HEAD SCREW   | Pt. 215 3531 (2) |
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