

# COMPETITION/PLUS

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

## INSTALLATION INSTRUCTIONS

373 7823

- Remove stock linkage and stock shifter from transmission. Wrap a small piece of tape around forward end of idler link (see assembly drawing) to identify it. This link must be turned end for end. Remove idler link from idler arm then remove idler arm from stock swivel bolt. **DO NOT REMOVE** stock mounting plate. \*SEE NOTE ON EXPLODED ASSEMBLY DRAWING.
  - Install the shifter on the mounting plate. Tighten the mounting bolts. 391 8792 SHIFTER ONLY. Remove center console plate. Install spacer block between stick and shifter. **IMPORTANT: CENTER MARK ON SPACER MUST FACE SHIFTER** (toward driver). Tighten mounting bolts.
  - Assemble rods with 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.
  - Install arm-rod-button assemblies onto transmission control shafts. Use the special (stock) swivel bolt to fasten the 3-4 arm. Fasten all arms with stock flatwashers, split lockwashers and bolts.
  - Insert nylon bushings into holes in levers—refer to assembly view. Align levers with shifter frame and insert neutral alignment rod (PT. 148 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 (disengaged 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 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 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 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.
  - Install the stock backdrive idler arm on the swivel bolt and fasten it with its original spring clip. Turn the backdrive idler link end for end and install it between the idler arm and the hole at the top end of the REVERSE transmission arm (PT. 105 7825). Fasten both ends with stock spring clips.
- NOTE**—After installation has been completed, check to be sure that the column lock functions properly. If backdrive does not lock column, or if shifter cannot be put into REVERSE, adjust backdrive linkage at lower end of column rod.

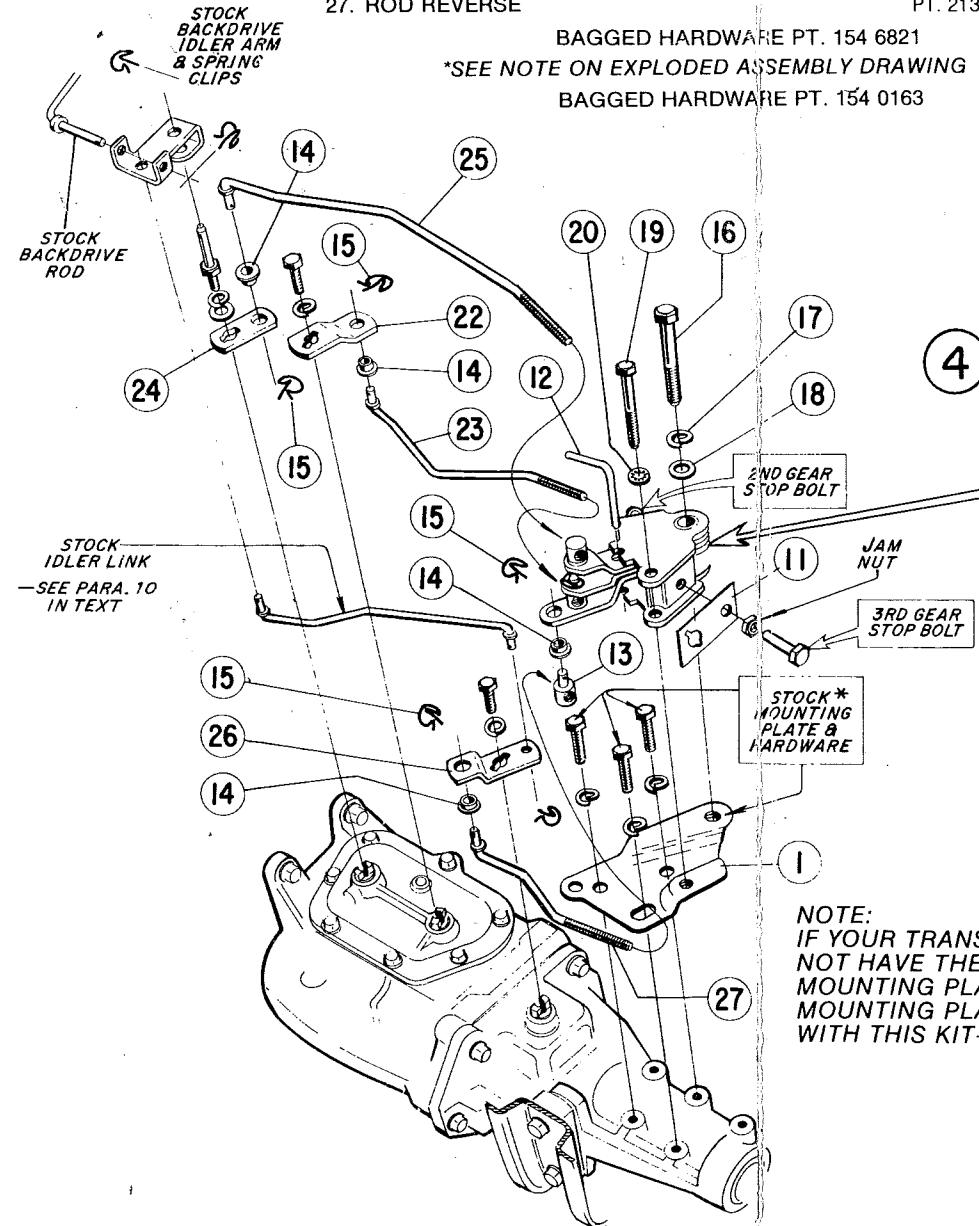
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**ATTENTION**

Due to variations in auto manufacturing tolerances, the transmission rods supplied with this kit may require slight bending to clear obstructions, etc.

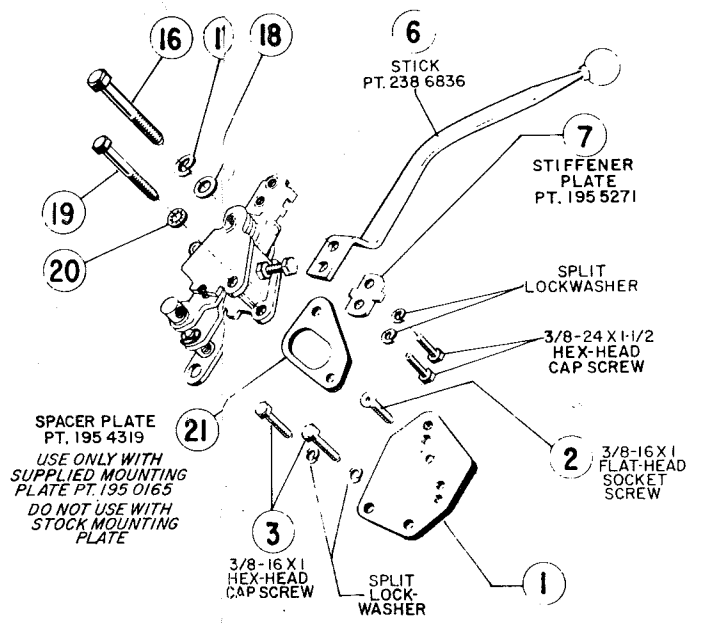
Protect the threads while bending.  
BEND RODS COLD! — DO NOT APPLY HEAT!



4 SEE SHIFTER DRAWINGS

**NOTE:**  
IF YOUR TRANSMISSION DOES NOT HAVE THE STOCK GM MOUNTING PLATE, USE THE MOUNTING PLATE SUPPLIED WITH THIS KIT—PT. 195 0165.

### SHIFTER 391 6822



### SHIFTER 391 8792

