

# V-GATE 2 4-SPEED SHIFTER #3738188

NASH 4 + 1  
(4 & 5 SPEED)

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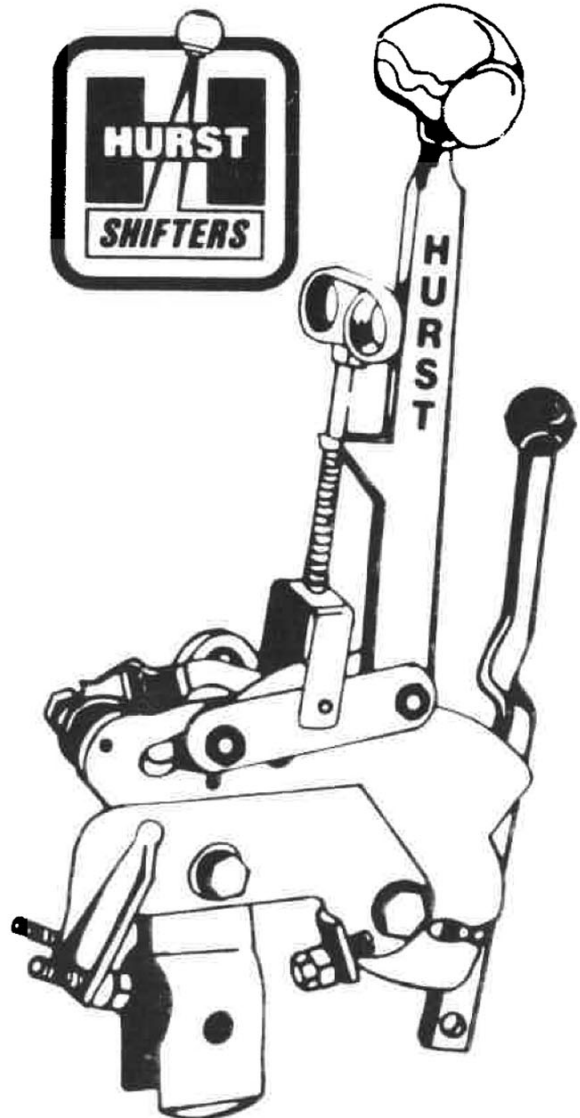
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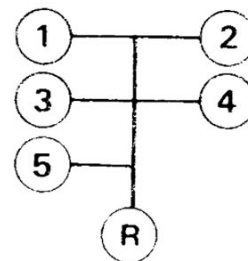
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## V-GATE 2 SHIFT PATTERN



## NOTE: READ INSTRUCTIONS CAREFULLY

**WARNING:** The wheels must be blocked securely to eliminate any possibility of vehicle movement during installation. If car is raised for ease of installation, make sure to use quality jack stands or ramps of equal height at all four corners. Above all, make certain vehicle will not move or fall off supporting devices during installation. Do not remove transmission. **NOTE:** It is necessary to modify floor pan to accommodate shifter.

1. This shifter was designed for Competition use only. Floor pan must be modified to accommodate the unit.
2. Check all parts and part numbers in kit with part numbers listed on instruction sheet parts list.
3. Using hex-head cap screws and washers, install aluminum adapter plate and steel support plate on tailshaft housing as shown in **Detail A**. DO NOT tighten bolts down at this point. Place spacers between shifter and adapter plate using  $\frac{1}{2}$ " bolts and lockwashers supplied. Now tighten all bolts securely.
4. Insert neutral alignment shaft.
5. There are two sizes of steel bushings in the parts kit. Lubricate the larger bushings with a lightweight grease and insert into the transmission arms as shown in **Detail A**. Fasten the rods to the arms with spring clips supplied.
6. Thread the rod pivots part way onto rods. Install the arms and rods on the transmission using the existing nuts, washers and lockwashers. Check **Detail A** for correct positioning of arms and rods.
7. Rotate transmission arms to neutral position. Lubricate the pivot bushings (small bushings) with a lightweight grease, and insert bushings onto the rod pivots, check **Detail A**. Thread the rod pivots up or down the rods until they slip into the shifting forks. Insert spring clips.
8. Check alignment by shifting through the pattern. If the adjustment is not satisfactory, re-adjust one or more rod pivots until desired action is attained. Grasping the T-handle, pull up on trigger mechanism and shift forward into 1st gear. Release trigger and shift straight back into 2nd,

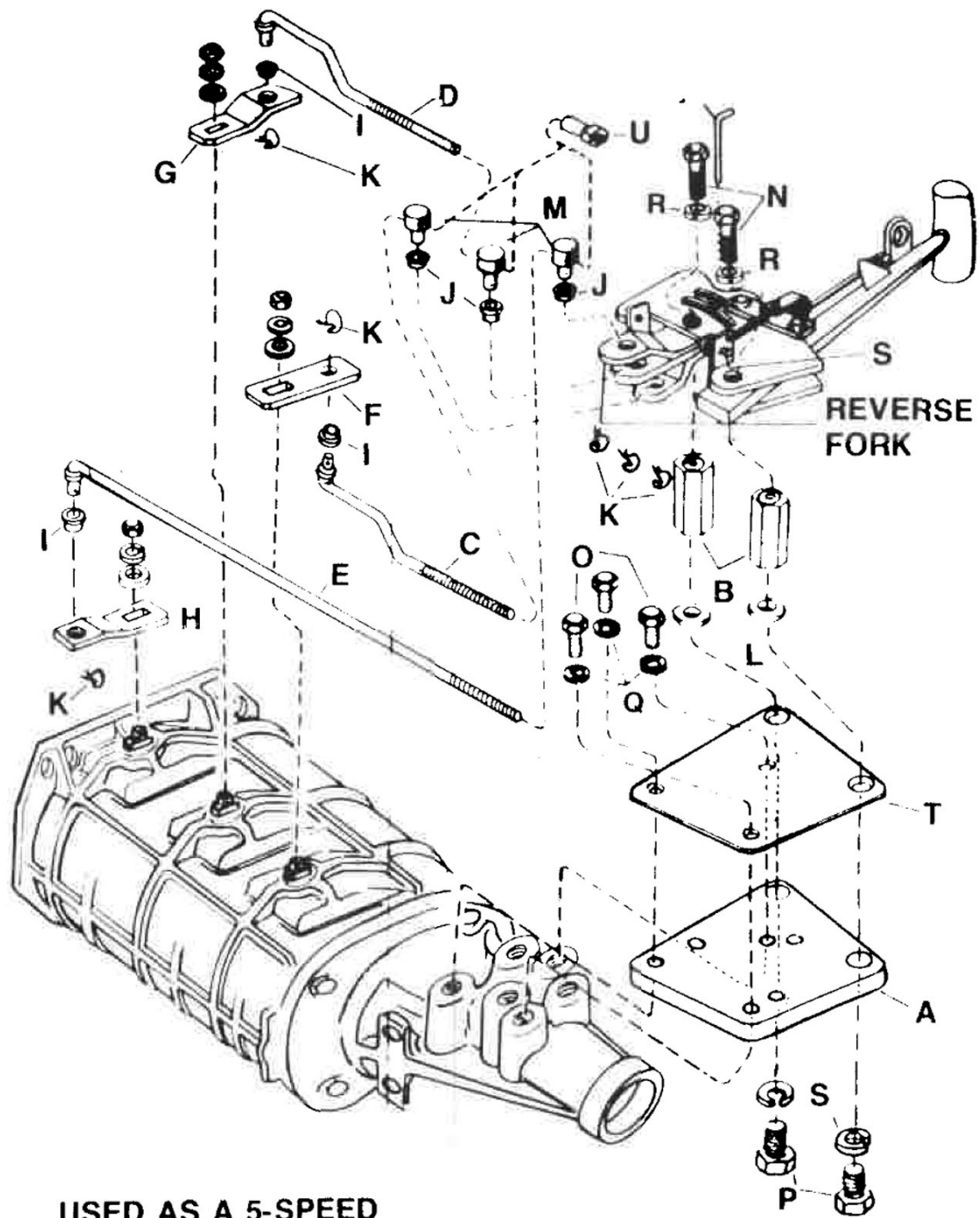
straight forward into 3rd, again straight back into 4th and straight forward into 5th. Reverse is engaged by pulling straight back from the 5th position. To down shift, just reverse the pattern.

For adjusting the stop bolts, shift the shifter into 2nd gear. Once the shifter is in 2nd gear, while applying pressure, adjust the stop bolt out until it hits the shifter fork, then lock it down with the jam nut. Follow the same procedure for 3rd, 4th and 5th gears. When using the Nash 4 + 1 trans as a 4-speed, it is necessary to use the  $\frac{3}{8}$  - 24 x  $\frac{1}{4}$ " stop bolt in the location shown, letter "T" in illustration. Adjust this stop bolt so that it just touches the reverse fork in the neutral position shown in **Details A and B**.

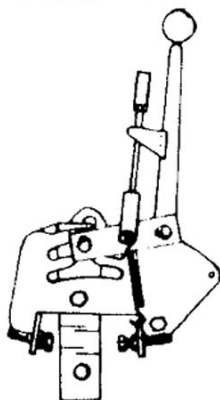
**Lubrication** - Every 25 runs or 3,000 - 5,000 road miles, lubricate all moving parts including the rod and pivot bushings with a lightweight grease.

A	ADAPTER PLATE	1959037
B	SPACERS, HEX	1951059
C	ROD, 1st - 2nd	2136163
D	ROD, 3rd - 4th	2136164
E	ROD, 5th & Reverse	2136106
F	ARM, 1st - 2nd	* 1058039 1058030
G	ARM, 3rd - 4th	* 1058032 1058031
H	ARM, 5th & Reverse	* 1058032
I	ARM, BUSHING, ARM	
J	ARM, BUSHING, PIVOT	
K	SPRING CLIP	
L	SPACER $\frac{1}{8}$ "	
M	ROD PIVOT	97X91052
N	HEX BOLT $\frac{1}{2}$ -13 x $1\frac{3}{4}$ "	
O	HEX HEAD CAP SCREW $\frac{3}{8}$ " - 16 x $1\frac{1}{2}$ "	
P	HEX BOLT $\frac{1}{2}$ - 13 x $1\frac{1}{2}$ "	
Q	LOCKWASHER $\frac{3}{8}$ "	
R	LOCKWASHER $\frac{1}{2}$ "	
S	HEX BOLT $\frac{3}{8}$ " - 24 x $1\frac{1}{4}$ "	
T	SUPPORT PLATE	
U	HEX NUT $\frac{7}{16}$ " - 20 SPECIAL V-GATE 2, PIT PACK	3321657

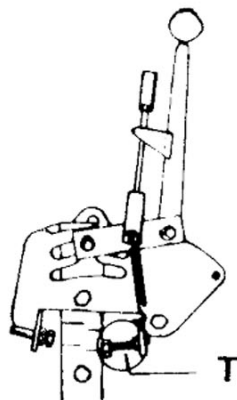
\* It will be necessary to purchase these trans arms for use with 1st design transmission. These arms have angled slots.



USED AS A 5-SPEED



USED AS A 4-SPEED



#3738188