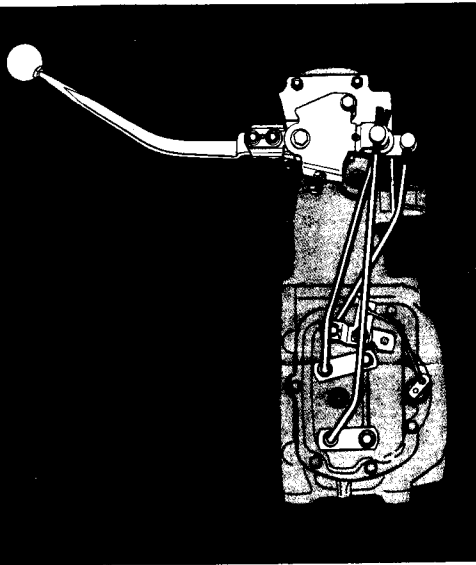


## INSTALLATION INSTRUCTIONS

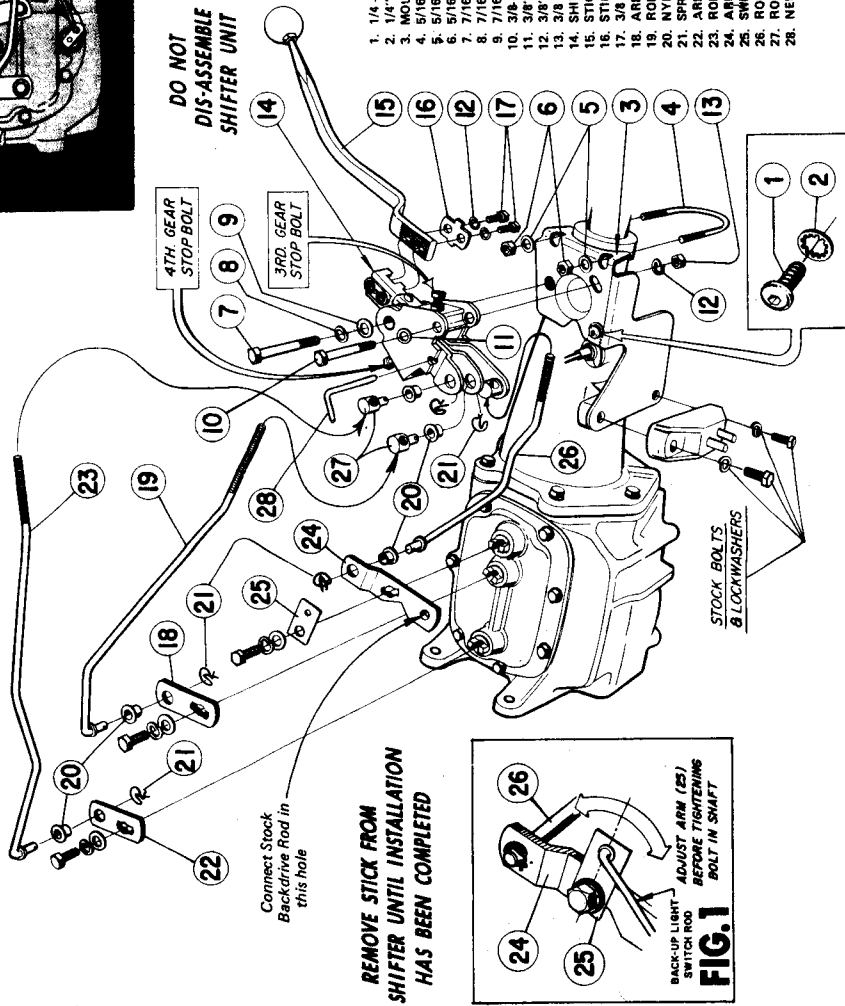
# COMPETITION/PLUS®

## FOUR SPEED FLOOR SHIFT

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



Saginaw Four Speed Transmission



### CONTENTS OF KIT

- |  |                  |
|--|------------------|
| 1. 1/4" - 20 x 1/2" BUTTON HEAD SOCKET CAP SCREW | Pt. 117 5284     |
| 2. 1/4" INTERNAL TOOTH LOCKWASHER                | Pt. 265 5293 (2) |
| 3. MOUNTING BRACKET                              | (2)              |
| 4. 5/16" - 24 "U" BOLT                           |                  |
| 5. 5/16" FLATWASHER                              |                  |
| 6. 5/16" - 24 SELF-LOCKING NUT                   |                  |
| 7. 7/16" - 20 x 3 HEX HEAD CAP SCREW             |                  |
| 8. 7/16" SPLIT LOCKWASHER                        |                  |
| 9. 7/16" FLATWASHER                              |                  |
| 10. 3/8" - 24 x 3 HEX HEAD CAP SCREW             |                  |
| 11. 3/8" FLATWASHER                              |                  |
| 12. 3/8" SPLIT LOCKWASHER                        |                  |
| 13. 3/8" - 24 HEX NUT                            | (13)             |
| 14. SHIFTER ASSEMBLY                             |                  |
| 15. STICK  |                  |
| 16. STIFFENER PLATE                              |                  |
| 17. 3/8" - 24 x 1 1/4 HEX HEAD CAP SCREW         |                  |
| 18. ARM 1 - 2                                    |                  |
| 19. ROD 1 - 2                                    |                  |
| 20. NYLON BUSHING                                |                  |
| 21. SPRING CLIP                                  |                  |
| 22. ARM 3 - 4                                    |                  |
| 23. ROD 3 - 4                                    |                  |
| 24. ARM REVERSE                                  |                  |
| 25. SWITCH ACTIVATING ARM REVERSE                |                  |
| 26. ROD ADJUSTING BUSHING                        |                  |
| 28. NEUTRAL ALIGNMENT ROD                        |                  |

Pt. 154 5288

BAGGED HARDWARE

#### Replace stock speedometer bolt & lockwasher with parts supplied in kit.

1. '69 OR LATER CARS ONLY  
Disconnect back drive linkage of the transmission control arm. Remove stock shifter and linkage.
  2. Remove the two bolts and lockwashers that form the transmission pad to the crossmember. Use a suitable jack to raise the transmission clear off the rubber insulator pad. Remove the 2 stock bolts and lockwashers. Install the 2 new bolts and lockwashers before re-assembly. Use the 2 new bolts and lockwashers before re-assembly.
  3. Slide base of HURST mounting bracket between the transmission and crossmember. Tighten the 2 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.
  4. Install shifter on mounting bracket. Tighten mounting bolts.
  5. Assemble rods to their respective adjusting nylon bushings and spring clips. Refer to exploded view for assembly. Tighten the 2 nylon bushings. Tighten the 2 nylon bushings at the end of the rod to the middle of the thread length.
  6. Install one/rod/button assemblies onto transmission. Fasten arms to shift/starting stock bolt, lockwashers and tubewasher.
  7. 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.
  8. Rotate transmission arm backward and forward. The neutral position for each arm can be felt at the mid-position. The 1/2" hole in the frame of the car (dis-engaged position) is in travel toward the front of car (dis-engaged position).
  9. Adjust position of button on each rod to permit easy alignment of the button with the hole in the lever. The button POSITION MUST REMAIN IN NEUTRAL POSITION WHILE ALIGNMENT IS ACCOMPLISHED. Fasten buttons in levers with spring clips.
  10. Remove neutral alignment rod. Test shifter. Stick should move freely from side to side of neutral (between 1-2 and 3-4 shifting paths). An increased pull toward the operator should change the reverse lever. If shifter functions properly, proceed to paragraph 11.
- If the stick CANNOT be moved freely 1-2 to 3-4 or reverse path, one or more of the rod/bolt adjustments must be corrected. Move stick forward to 3rd. Then back to 4th. If neutral is required, move stick forward to 3rd. Then back to 4th. CANNOT be moved freely 1-2 and 3-4 and reverse. If incorrectly adjusted. Similar testing of 1-2 shift will prove alignment of 1-2 rod adjustment.
11. 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.
  12. 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 into shifter frame until it is tight. Tighten lock nut. Push lock stop bolt in until contact is made, then back stop bolt out one turn and tighten lock nut.
  13. A hole is provided in the reverse arm to accept the rod which operates the GM back-up light switch with which 1969-69 transmissions were equipped.
- NOTE - LATER CARS EQUIPPED WITH BACK-DRIVE LOCKING FEATURES, DO NOT HAVE THE BACK-UP LIGHT SWITCH ON TRANSMISSION.
- Route the arm (Pt. 4182) before tightening bolt in one to adjust for proper operation of the switch.
- UP ONLY - Connect the back drive linkage rod to the hole provided or the hole in the frame. Fasten with stock clip.
- NOTE - After installation has been completed, check to be sure that the column lock functions properly. If lock valve does not lock column, or if shifter cannot be put into REVERSE, adjust backdrive linkage at lower end of column rod.