

# RICHMOND/DOUG NASH TRANSMISSION



**FIVE-SPEED APPLICATION**

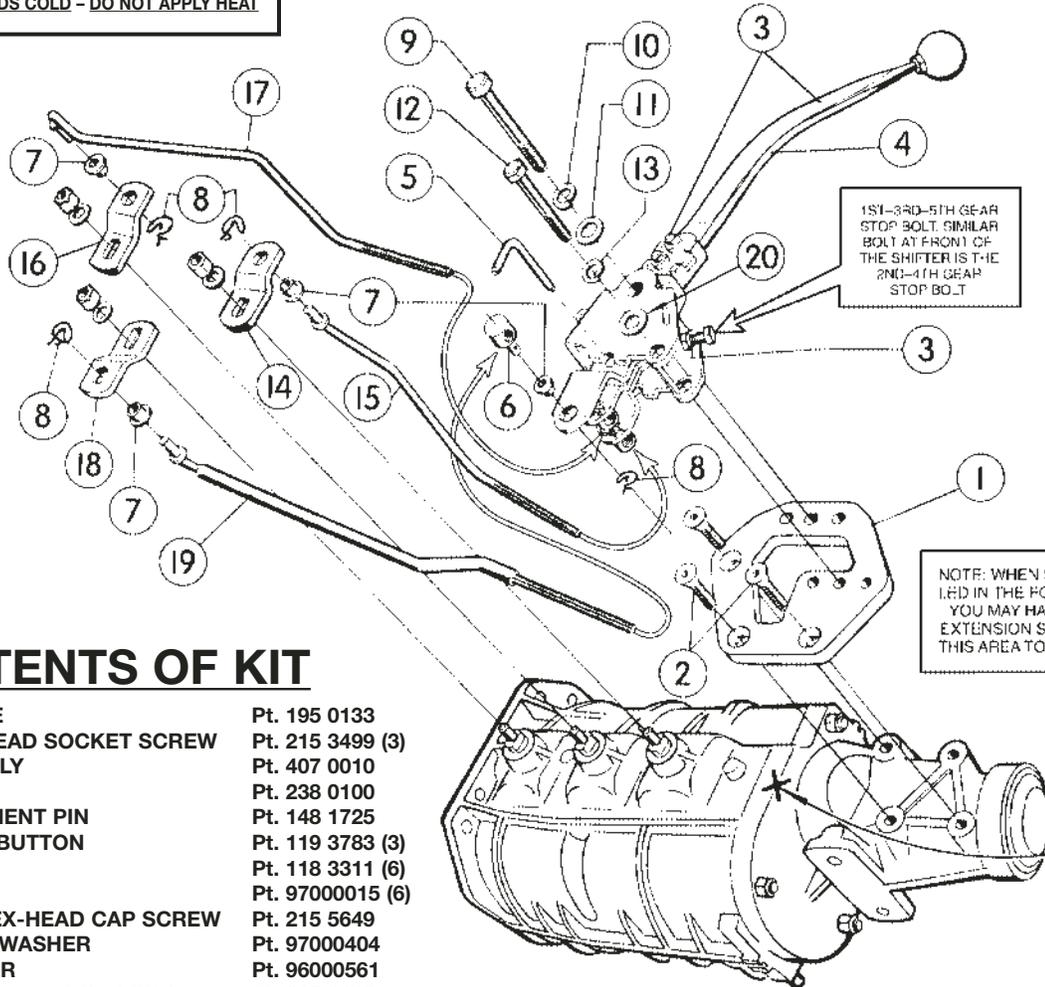
**FOR RACE TRACK USE ONLY**

## ATTENTION

DUE TO VARIATIONS IN MANUFACTURING TOLERANCES, THE TRANSMISSION RODS SUPPLIED WITH THIS KIT MAY REQUIRE SLIGHT BENDING TO CLEAR OBSTRUCTIONS, ETC. PROTECT THREADS WHEN BENDING RODS.

**BEND RODS COLD - DO NOT APPLY HEAT**

**407 0009  
407 0015**

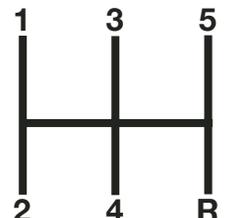


## CONTENTS OF KIT

- |                                       |                  |
|---------------------------------------|------------------|
| 1. MOUNTING PLATE                     | Pt. 195 0133     |
| 2. 3/8-16 x 1 FLAT-HEAD SOCKET SCREW  | Pt. 215 3499 (3) |
| 3. SHIFTER ASSEMBLY                   | Pt. 407 0010     |
| 4. STICK                              | Pt. 238 0100     |
| 5. NEUTRAL ALIGNMENT PIN              | Pt. 148 1725     |
| 6. ROD ADJUSTING BUTTON               | Pt. 119 3783 (3) |
| 7. BUSHING                            | Pt. 118 3311 (6) |
| 8. SPRING CLIP                        | Pt. 97000015 (6) |
| 9. 7/16-14 x 3-1/4 HEX-HEAD CAP SCREW | Pt. 215 5649     |
| 10. 7/16" SPLIT LOCKWASHER            | Pt. 97000404     |
| 11. 7/16" FLATWASHER                  | Pt. 96000561     |
| 12. 3/8-16 x 2-3/4 HEX-HEAD CAP SCREW | Pt. 215 3448     |
| 13. 3/8" SPLIT LOCKWASHER             | Pt. 97000359     |
| 14. ARM - 1ST/2ND                     | Pt. 105 0043     |
| 15. ROD - 1ST/2ND                     | Pt. 213 0143     |
| 16. ARM - 3RD/4TH                     | Pt. 105 0043     |
| 17. ROD - 3RD/4TH                     | Pt. 213 0144     |
| 18. ARM - 5TH/REVERSE                 | Pt. 105 0043     |
| 19. ROD - 5TH/REVERSE                 | Pt. 213 0145     |
| 20. 3/8" FLATWASHER                   | Pt. 267 3477     |

BAGGED HARDWARE - Pt. 154 0109

## SHIFTING PATTERN



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1. Install mounting plate on transmission as shown in exploded assembly drawing.
2. Install lower shifter mounting bolt through shifter and mounting plate. Observe end of bolt between mounting plate and transmission housing. If end of bolt contacts the transmission, remove the bolt and install the flatwasher, Pt. 267 3477 under the head of the bolt.
3. Swing all shifter levers together to center of shifter so that the holes in the levers line up with the notch at the lower edge of the shifter frame. Insert the neutral alignment pin (item 5, Pt. 148 1725) through the shifter and levers. This locks the levers precisely at neutral.
4. Assemble transmission arms with their respective rods using bushings and spring clips. Refer to the exploded assembly drawing for correct parts relationships.
5. Install arm/rod assemblies on proper transmission shafts. Begin with the 1st/2nd assembly, then install the 3rd/4th, then 5th/Reverse. Fasten arms to shafts with nuts and lockwashers that were removed from the shafts. All arms must be at their neutral positions while neutral alignment is established. Neutral position is the detent at the middle between limits of travel (rotation) of transmission arms.
6. Start rod adjusting buttons onto threaded ends of rods and adjust position of buttons. This allows easy slip-in fit of button point into hole in its respective shifter lever with bushings fitted on button points or inserted in levers. Fasten buttons in levers with spring clips (Pt. 97000015).
7. Remove neutral alignment pin. Test shifter. Pull the stick over toward driver, then push it forward into 1st gear. Shift through the pattern - 1 - 2 - 3 - 4 - 5 (refer to the drawing of the shifter pattern on other side of this sheet). The stick will normally rest in the 3 - 4 track when stick is moved to neutral and released. Check reverse engagement. If any difficulty is encountered during test shifting, return stick to neutral. Re-insert neutral alignment pin, and check by removing spring clips from buttons, one at a time. Buttons must withdraw from and re-enter holes in shifter levers freely. Adjust the buttons as necessary to gain free entry of the buttons into the holes in levers.

#### CAUTION

**Do not allow stick to be pulled straight back from 5th gear into reverse while vehicle is in forward motion.**

8. After installation has been completed, check for possible interference due to excess length of rods protruding behind shifter levers. Excess length may be cut off with hacksaw. A minimum length of 1/2" of threaded rod must extend beyond rod buttons.

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