



## Installation Instructions Competition Plus Installation Kit

Fits: Dodge, Plymouth & Chrysler w/New Process Transmission  
See Application Guide for Specific Vehicles  
Catalog# 3734089

**WORK SAFELY:** Perform this on a good clean level surface for maximum safety and with the engine turned "off". Apply parking brake and place blocks or wedges in front of and behind both rear wheels to prevent movement in either direction.

**CAUTION:** To avoid any possibility of bodily injury or damage to vehicle, do not attempt disconnect or installation until you are confident that the vehicle is safely secured and will not move.

**ATTENTION:** Due to variations in the auto manufacturing tolerances, the transmission rods supplied with this kit may require slight bending to clear any obstructions, etc. Protect the threads while bending. **BEND RODS COLD! – DO NOT APPLY HEAT!**

1. Remove the boot and console. Remove the stock shifting linkage.
2. Install the mounting plate on the transmission. Tighten the 3 flat-head socket screws evenly.
3. Place the spacer plate on the mounting plate. Install the shifter on the spacer plate and tighten the mounting bolts.
4. Assemble the rods and arms using nylon bushings and fasten with spring clips. See the exploded assembly view for proper parts combinations. Screw the rod adjusting buttons onto the rods, to the middle of the threaded length of each rod.
5. Bolt the stick to the shifter and tighten both bolts.
6. Install the arms onto the transmission shafts. Refer to the exploded assembly view.
7. Align all three shifter levers at Neutral by grasping them between the thumb and forefingers and aligning all three levers together with the edges of the shifter frame. SEE THE ILLUSTRATION.

### **IMPORTANT**

BE CAREFUL TO AVOID DISTURBING THE POSITIONS OF THE LEVERS WHILE INSTALLING THE BUTTONS.

8. Rotate the transmission arms backward and forward. At the middle of the travel you will feel the NEUTRAL detent of 1 – 2 and 3 – 4 arms. Position both of these arms at Neutral. Turn the Reverse control arm all the way FORWARD (DISENGAGED POSITION).

**NOTE:** Do not move any of the arms from these positions while the Neutral alignment is being adjusted.

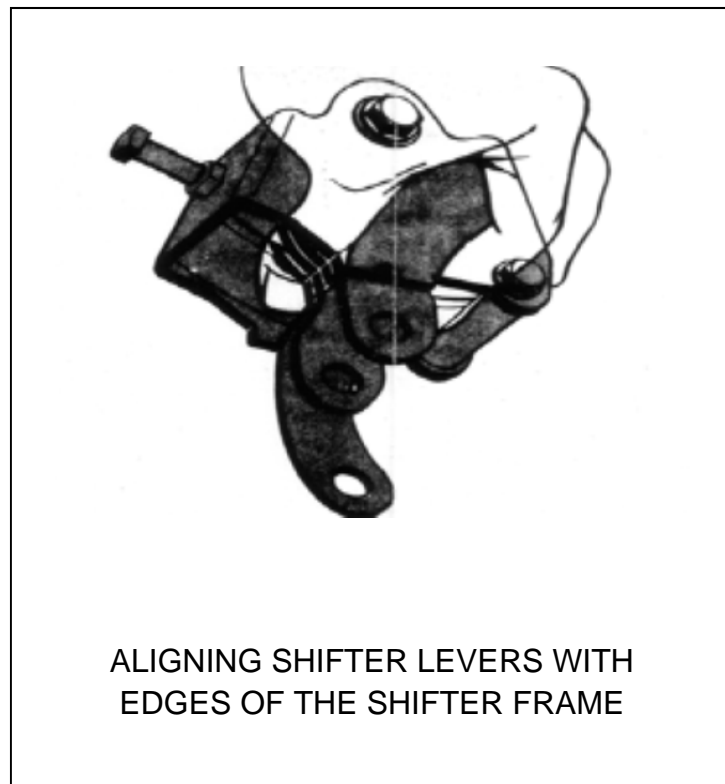
9. Adjust the button on each rod until it fits freely into the nylon bushing without moving the lever. Fasten the buttons with spring clips.

10. Test the shifter. The 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 the shifter operates properly, proceed to number 12.

11. If the stick CANNOT be moved freely between 1 – 2 and 3 – 4 or REVERSE path, one or more of the rod button adjustments must be corrected. Move the stick forward to 3<sup>rd</sup>, then back to 4<sup>th</sup> then into Neutral.

12. Adjust the shifter stop bolts. Back both bolts out of the shifter frame until only a few threads remain engaged. Push the stick firmly into 3<sup>rd</sup> gear and hold. Screw the 3<sup>rd</sup> gear stop bolt in until contact is felt. Back the bolt out one turn and tighten the lock nut. Pull the stick firmly back into 4<sup>th</sup> gear, screw the 4<sup>th</sup> gear stop bolt in until contact is made then back stop the bolt out one turn and tighten the lock-nut.

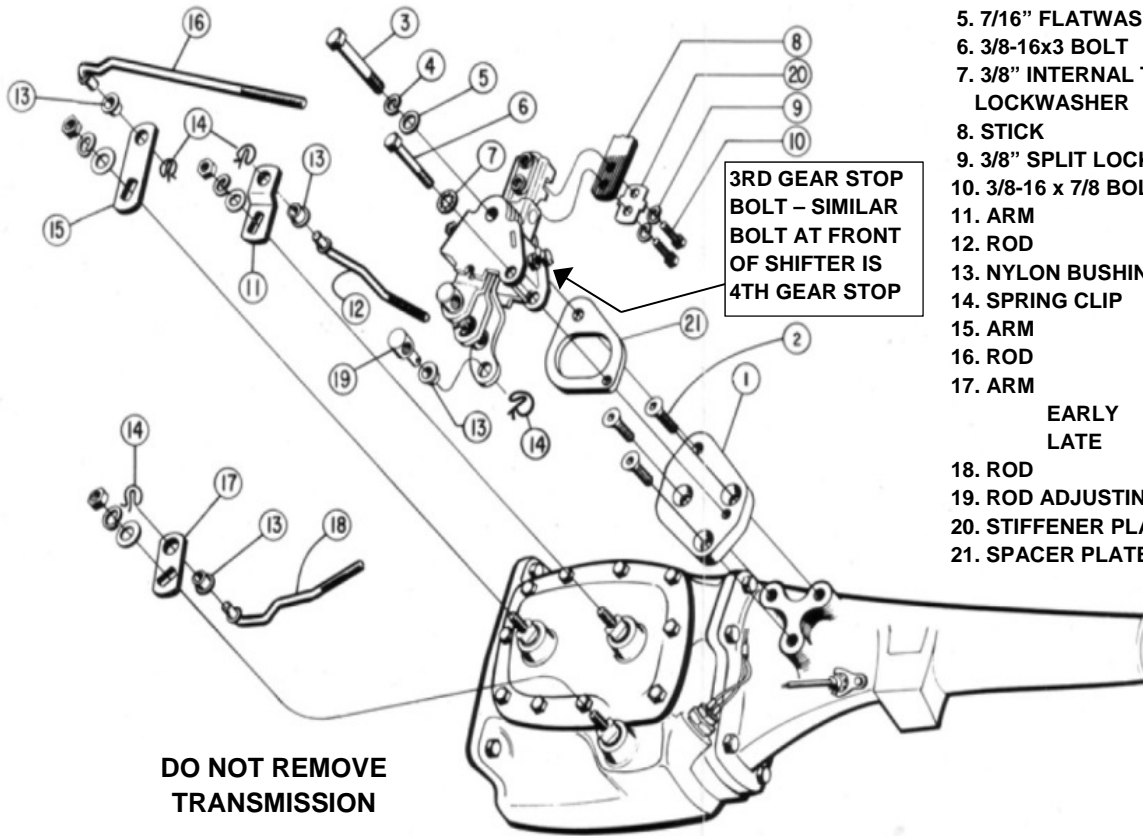
13. Replace the console and boot.



**CONTENTS OF KIT**

- |                                    |                     |         |
|------------------------------------|---------------------|---------|
| 1. MOUNTING PLATE                  |                     | 1956348 |
| 2. 3/8-16x1 FLAT HEAD SOCKET SCREW |                     |         |
| 3. 7/16-14x3 BOLT                  |                     |         |
| 4. 7/16" SPLIT LOCKWASHER          |                     |         |
| 5. 7/16" FLATWASHER                |                     |         |
| 6. 3/8-16x3 BOLT                   |                     |         |
| 7. 3/8" INTERNAL TOOTH LOCKWASHER  |                     |         |
| 8. STICK                           |                     |         |
| 9. 3/8" SPLIT LOCKWASHER           |                     |         |
| 10. 3/8-16 x 7/8 BOLT              |                     |         |
| 11. ARM                            | 1ST/2 <sup>ND</sup> | 1053894 |
| 12. ROD                            | 1ST/2 <sup>ND</sup> | 2134164 |
| 13. NYLON BUSHING                  |                     | 1181681 |
| 14. SPRING CLIP                    |                     | 1272412 |
| 15. ARM                            | 3RD/4 <sup>TH</sup> | 1053831 |
| 16. ROD                            | 3RD/4 <sup>TH</sup> | 2133830 |
| 17. ARM                            | REVERSE             |         |
|                                    | EARLY               | 1052445 |
|                                    | LATE                | 1053667 |
| 18. ROD                            | REVERSE             | 2133189 |
| 19. ROD ADJUSTING BUTTON           |                     | 1193783 |
| 20. STIFFENER PLATE                |                     | 1955271 |
| 21. SPACER PLATE                   |                     | 1954319 |

**DO NOT DISASSEMBLE SHIFTER UNIT**



**IMPORTANT: RETAIN THESE INSTRUCTIONS FOR FUTURE REFERENCE**

**Technical Service**

A highly trained technical service department is maintained by Hurst Performance to answer your technical questions, provide additional product information and offer various recommendations.

Hurst offers a wide variety of custom T-Handles and knobs that can be sued with this shifter to allow the driver to tailor the vehicle to his/hers personal liking. See your local retailer of Hurst products for specific prices.

Technical service calls, correspondence, and warranty questions should be directed to:



**Hurst Performance Products**

(707) 544-4761

[www.Hurst-Shifters.com](http://www.Hurst-Shifters.com)