



Installation Instructions

Competition Plus Installation Kit

Fits: Various 1955-1964 Chevrolet w/Borg Warner T-10 Transmission
See Application Guide for Specific Vehicles
Catalog# 3734734

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.

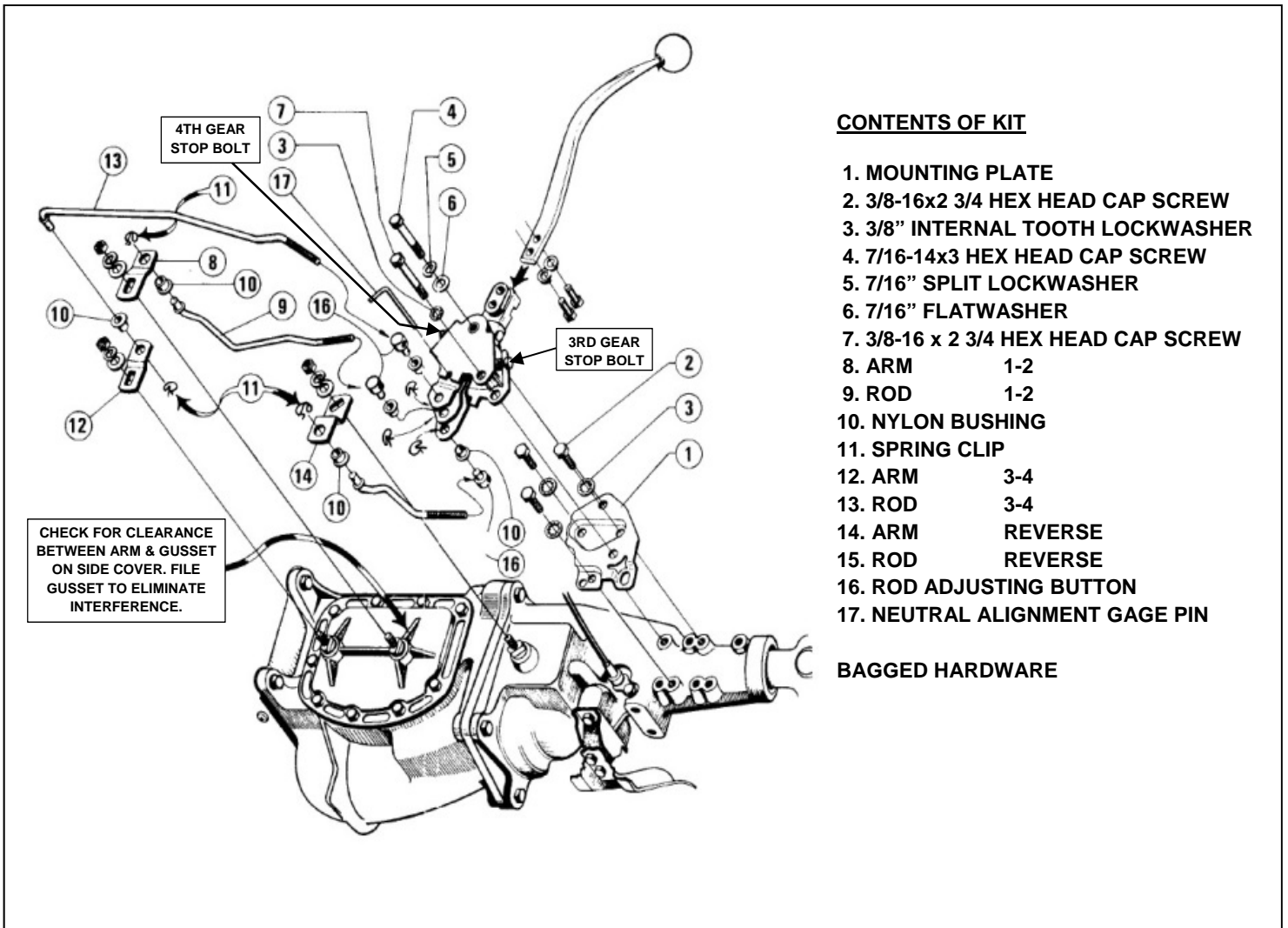
CAUTION: To avoid any possibility of bodily injury or damage to vehicle, do not attempt disconnect or installation until you are confident that the vehicle is safely secured and will not move.

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!**

Disconnect the 1st-Reverse rod at the transmission control arm only. The stock 1st-Reverse rod is to remain connected to the steering column lever. Remove 2nd-3rd stock linkage completely at both ends.

1. Assemble the bracket and brace bolt, split-lockwasher and hex-nut as shown in exploded assembly drawing.
2. Disconnect the speedometer cable coupling from the transmission and pass it through the hole in the shifter mounting bracket. Re-connect the cable coupling to the transmission. Attach the bracket and the stiffener brace assembly to the transmission as shown in assembly view, use the stock transmission bolts. Tighten all bolts after all have been started.
3. Pierce a small hole through the floor directly in line with the top shifter mounting hole in the bracket, about one inch away from the surface of the bracket. Use this pierced hole as a center to cut a hole large enough to clear the shifter. The hole should have ¼" clearance around shifter
4. Install the shifter on the bracket and brace assembly (enlarge the opening in the floor tunnel, if necessary). Tighten all the mounting hardware.
5. Assemble the arms with the respective rods using the bushings and spring clips. Refer to the exploded assembly drawing and select the correct rods from the parts list according to the vehicle (late or early). Thread rod adjusting buttons onto rods. Refer to the separate shifter alignment instruction sheet for further directions to align and assemble linkage.

After the linkage has been connected and the shifter is operating properly, connect the backdrive linkage to the 1-R arm. Refer to the instructions on page 2 for proper connection.



CONTENTS OF KIT

1. MOUNTING PLATE
2. 3/8-16x2 3/4 HEX HEAD CAP SCREW
3. 3/8" INTERNAL TOOTH LOCKWASHER
4. 7/16-14x3 HEX HEAD CAP SCREW
5. 7/16" SPLIT LOCKWASHER
6. 7/16" FLATWASHER
7. 3/8-16 x 2 3/4 HEX HEAD CAP SCREW
8. ARM 1-2
9. ROD 1-2
10. NYLON BUSHING
11. SPRING CLIP
12. ARM 3-4
13. ROD 3-4
14. ARM REVERSE
15. ROD REVERSE
16. ROD ADJUSTING BUTTON
17. NEUTRAL ALIGNMENT GAGE PIN

BAGGED HARDWARE

MOUNT SHIFTER IN FORWARD POSITION. THE RODS SUPPLIED WITH THESE KITS ARE DESIGNED FOR FORWARD MOUNTING.

ROD AND REVERSE ARM REQUIRED FOR REAR INSTALLATIONS

ITEM	DESCRIPTION
9	1-2 ROD
13	3-4 ROD
14	REVERSE ARM
15	REVERSE ROD

FIGURE 1 FORWARD MOUNTING

Reverse rod installation on transmission with 5 boss extension housing

Adjusting button installed in arm (See Arrow)

BOSSSES

REVERSE ROD

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