



## Installation Instructions Competition Plus Installation Kit

Fits: 1966-1967 Buick Sport & Special w/Saginaw Transmission  
Chevrolet Chevelle, Malibu and El Camino w/Saginaw Transmission  
Catalog# 3734297

**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.

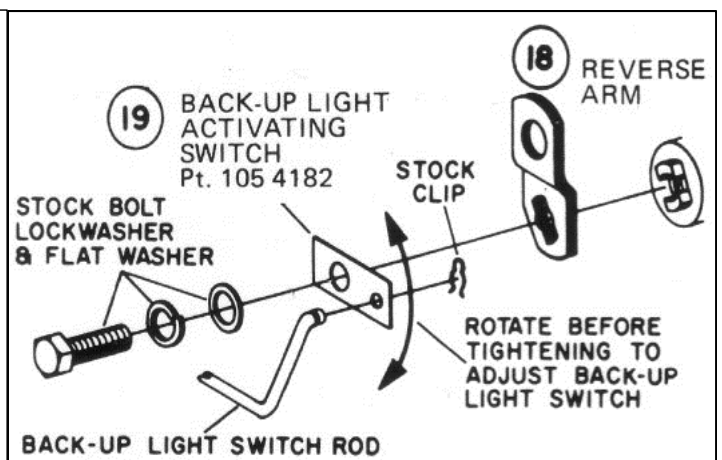
**CAUTION:** To avoid any possibility of bodily injury or damage to vehicle, do not attempt disconnect or installation until you are confident that the vehicle is safely secured and will not move.

**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. Attach the mounting plate to the transmission with bolts and lockwashers supplied in the kit. Tighten after all have been started.
2. Fasten the shifter to the mounting plate and tighten the bolts. REFER TO ASSEMBLY VIEW.
3. Insert the nylon bushings into the arms. Assemble the hooked ends of the rods into the arms and secure with spring clips. Check the assembly view for proper combination of parts.
4. Thread the rod adjusting buttons onto the rods. Spin the buttons onto the middle of the thread length.

5. Install the arm-rod button assemblies onto the transmission. Fasten the arms to the shafts using stock bolts, lockwashers and flatwashers.

**NOTE:** IF THE TRANSMISSION HAS LINK-OPERATED SWITCH, fasten the special back-up light switch activating arm to the REVERSE shaft as shown in Figure 1.



6. Insert the nylon bushings into the holes in the levers – REFER TO ASSEMBLY VIEW. Align the levers with the shifter frame and insert the neutral alignment rod through the notches in the frame and holes in the levers.

7. Rotate the transmission arms backward and forward. The Neutral position for each arm can be felt at the mid-position of full travel. The Reverse arm must be moved to the end of its travel toward the front (disengaged position).

8. Adjust positions of the button on each rod to permit easy slip-in fit of the button into the nylon bushing in the proper lever. TRANSMISSION ARMS MUST REMAIN IN THE NEUTRAL POSITIONS WHILE ALIGNMENT IS ACCOMPLISHED. Fasten the buttons into the levers with the spring clips.

9. Remove the neutral alignment rod and 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 functions properly, proceed to number 10.

If the stick CANNOT be moved freely between 1-2 to 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. Insert the neutral alignment rod. If the rod CANNOT be inserted freely, the 3-4 rod button is incorrectly adjusted. Similar testing of the 1-2 shift will prove the alignment of the 1-2 rod adjustment.

To check the reverse rod button adjustment, place the stick at Neutral. Disconnect the reverse rod adjusting button for easy slip-in fit in the bushing. Reassemble and fasten with a spring clip.

10. 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 and screw the 4<sup>th</sup> gear stop bolt in until contact is made, then back the stop bolt out one turn and tighten the lock-nut.

**DO NOT REMOVE THE TRANSMISSION**

**CONTENTS OF KIT**

1. MOUNTING PLATE
2. 3/8-16x5/8 BUTTON HEAD SCREW
3. 3/8-16x5/8 HEX HEAD CAP SCREW
4. 3/8" INTERNAL TOOTH LOCKWASHER
5. 3/8-24x2 3/4 HEX HEAD CAP SCREW
6. 7/16-20x3 HEX HEAD CAP SCREW
7. 7/16" SPLIT LOCKWASHER
8. 7/16" FLATWASHER
9. SHIFTER ASSEMBLY
10. NEUTRAL ALIGNMENT ROD
11. ROD ADJUSTING BUTTON
12. NYLON BUSHING
13. SPRING CLIP
14. ARM 1 - 2
15. ROD 1 - 2
16. ARM 3 - 4
17. ROD 3 - 4
18. ARM REVERSE
19. ARM (BACK-UP LIGHT SWITCH ACTIVATING)
20. ROD REVERSE

**BAGGED HARDWARE**