



## Installation Instructions

### Competition Plus Installation Kit

Fits: 1967-1968 Camaro & Firebirds w/Saginaw Manual Transmission  
1966 Pontiac Tempest & Lemans w/out console w/Saginaw Transmission  
Catalog# 3734531

**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!**

**NOTE:** Replace the stock speedometer bolt and lockwasher with the parts supplied in the kit.

1. Remove the stock shifter and linkage. Remove the two bolts and lockwashers that fasten the transmission pad to the crossmember. Use a suitable jack to raise the transmission clear off the rubber insulator pad. Place a block of wood between the top of the jack and the transmission housing before raising the jack. Refer to the exploded assembly drawing.
2. Slide the base of the HURST mounting bracket between the transmission pad and the rubber insulator. Replace the stock mounting bolts, but do not tighten them. Fasten the rear end of the bracket with the “U” clamp bolt. Remove the jack and tighten all mounting bolts.
3. Install the shifter on the mounting bracket and tighten the mounting bolts.
4. Assemble the rods to their respective arms using nylon bushings and spring clips. Refer to the exploded assembly drawing for proper parts combinations. Spin buttons onto the threaded ends of the rods to the middle of the thread length.
5. Install the arm-rod-button assemblies onto the transmission. Fasten the arms to the shafts using the stock nuts, lockwashers and flatwashers.
6. Insert the nylon bushings into the holes in the levers – Refer to the 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 of the car (dis-engaged position).

8. Adjust the positions of the button on each rod to permit easy slip-in fit of the button into the nylon bushings in the proper lever. TRANSMISSIONS ARMS MUST REMAIN IN NEUTRAL POSITIONS WHILE THE ALIGNMENT IS ACCOMPLISHED. Fasten the buttons in the levers with 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 by backing both out of the shifter frame until only a few threads remain engaged. Push the stick firmly into 3<sup>rd</sup> gear and hold it. Screw the 3<sup>rd</sup> gear stop bolt in until contact is made. 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 it out one turn and tighten the lock nut.

**NOTE:** Before tightening the Reverse arm, rotate the activating switch arm to adjust the position of the back-up light switch rod. SEE FIGURE 1.



