



## Installation Instructions

### Competition Plus Installation Kit

Fits: Various 1967-1973 Ford Vehicles w/T&C Transmission  
See Application Guide for Specific Vehicles  
Catalog# 3735587

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**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. Install the mounting plate on the tailshaft and tighten the bolts securely.

2. Install the Shifter onto the mounting plate and tighten the mounting bolts.

If the back-up light switch bracket is to be used, install it on the shifter before installing on the mounting plate. The 3<sup>rd</sup> gear stop bolt is used to fasten this bracket. The Hurst back-up light switch kit can be purchased separately if your car was not equipped with the back-up light switch shown in the diagram.

3. Insert the nylon bushings into the arms. Assemble the hooked ends of the rods into the arms and secure with spring clips. Refer to the diagram 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 shafts. 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 diagram. 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.

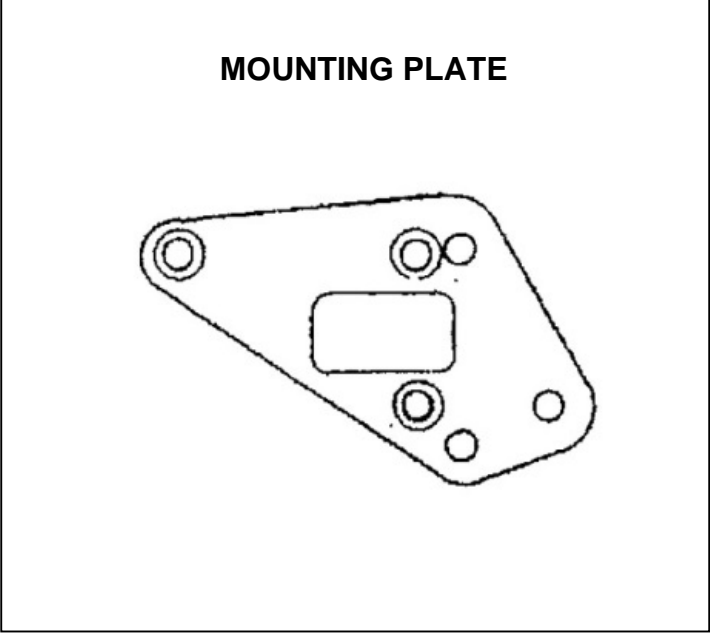
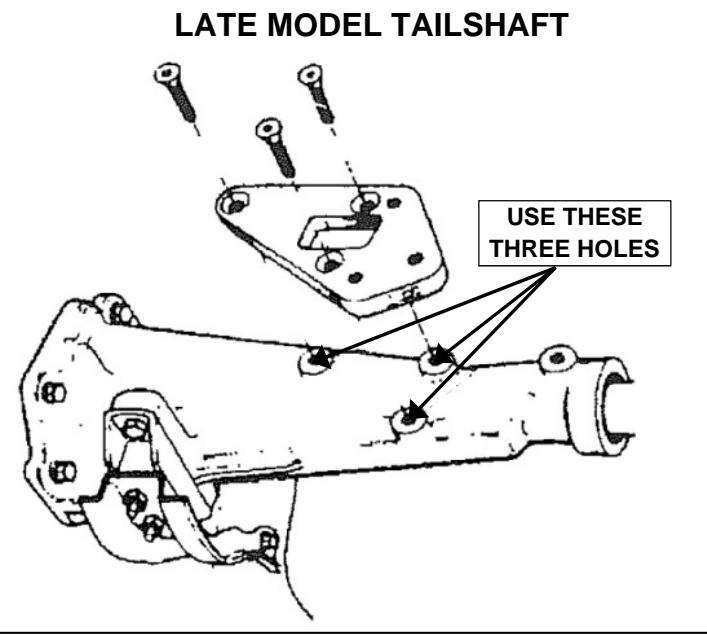
9. Remove the neutral alignment rod and test the shifter. The stick should move freely from side to side at Neutral (between 1-2 and 3-4 shifting paths). An increased pull toward the operator should engage the reverse lever. If the shifter functions properly, proceed to number 10.

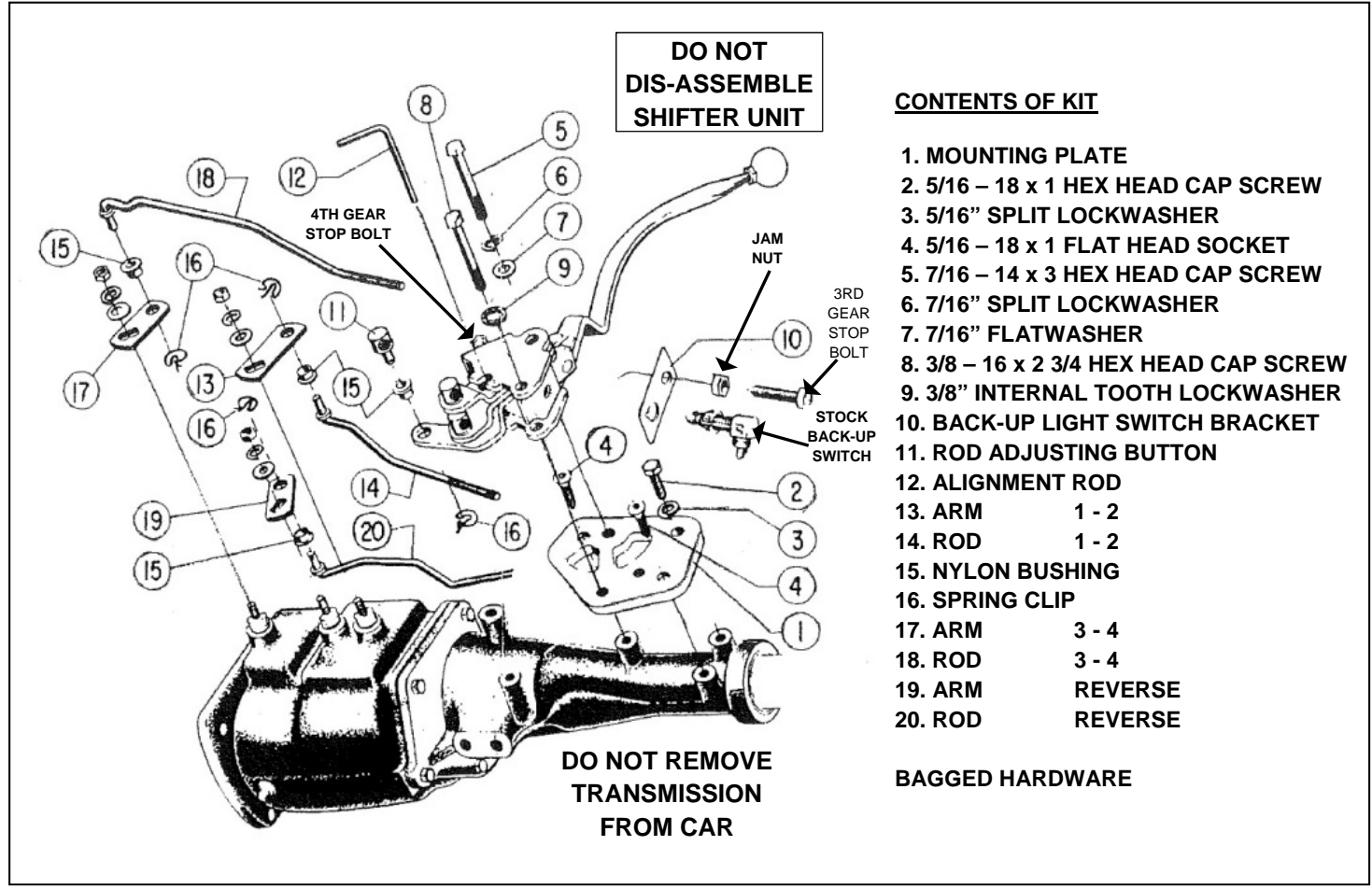
If the stick CANNOT be moved freely between 1-2 to 3-4 or reverse path, one or more of the rod button adjustments must be corrected. Move the stick forward to 3<sup>rd</sup>, then back to 4<sup>th</sup>, then into Neutral. Insert the neutral alignment rod. If the rod CANNOT be inserted freely, the 3-4 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 from the reverse lever. Grasp the rod and push toward the front of the car. (Reverse arm is dis-engaged when at the end of forward travel.) Adjust the rod button for easy slip-in fit in the bushing. Re-assemble and fasten with a spring clip.

10. Install 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 it. Screw the 3<sup>rd</sup> gear stop bolt in until contact is made. Back the bolt out one turn and tighten the locknut. 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 locknut.

**IMPORTANT**  
Should interference occur between the Reverse rod end and the 1-2 button in the shift lever, you may have to cut off the end of the Reverse rod that extends beyond the button





**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.