



## Installation Instructions COMPETITION/PLUS® 4 SPEED FLOOR SHIFTER

Fits: Various Chevrolet vehicles w/Muncie manual transmission  
See Application Guide for Specific Vehicles  
Catalog# 3737834

**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!**

**WARNING: THIS TRANSMISSION DOES NOT HAVE AN INTERLOCK TO PREVENT ENGAGEMENT OF THE REVERSE GEAR WHEN ANY OF THE FORWARD GEARS ARE ENGAGED. SEVERE DAMAGE TO THE TRANSMISSION WILL RESULT IF THIS SHOULD OCCUR. DOUBLE-CHECK THE LINKAGE BEFORE STARTING THE ENGINE OR MOVING THE CAR. INSERT THE NEUTRAL ALIGNMENT ROD THROUGH THE LEVERS AND CHECK THE POSITIONS OF THE TRANSMISSION SHIFTING ARMS. 1-2 AND 3-4 TRANSMISSION CONTROL ARMS MUST BE AT NEUTRAL POSITIONS OF THEIR TRAVEL. REVERSE GEAR CONTROL ARM MUST BE AT THE FORWARD END OF ITS TRAVEL (DIS-ENGAGED).**

1. Remove the stock shifter and linkage. Disconnect the backdrive rod at the stock Reverse Arm only.
2. Install the mounting plate on the tailshaft and tighten all bolts securely.

3. Assemble the arms to rods using nylon bushings and spring clips. Assemble the buttons onto the rods.

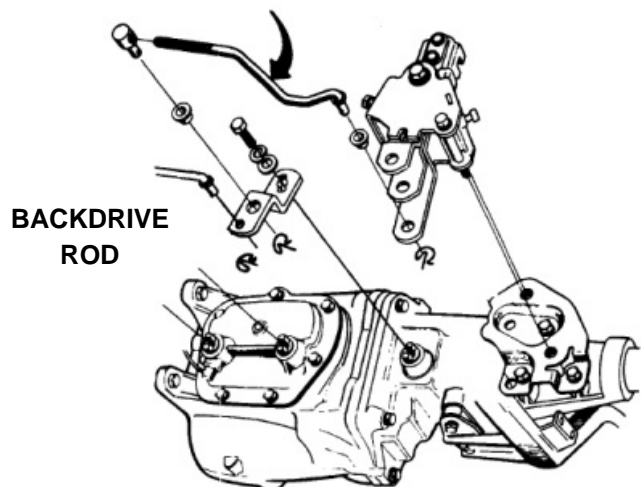
Chevy II & Nova 71-73 w/o Console - Refer to FIG. 1

Install the rod adjusting button in the Reverse arm - hooked end of the rod is attached to the reverse lever in the shifter. Notice that both ends are installed from the **outside**.

**FIG. 1**

Chevy II & Nova 71-73 w/o console

Reverse Rod and Rod Adjusting Button are assembled as shown in this illustration.



4. Install the arm/rod/button assemblies onto the transmission shafts. (Refer to the diagram for proper part combinations.) Fasten the arms onto the shafts with the stock flatwashers, lockwashers and bolts.

5. Install the shifter and tighten the mounting bolts securely.

**Note:** Removal of the stick from the shifter will make the installation easier and will also avoid possible damage to the plating on the stick.

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.

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

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

8. Remove the neutral alignment rod. Test the shifter. 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 paragraph 9.

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

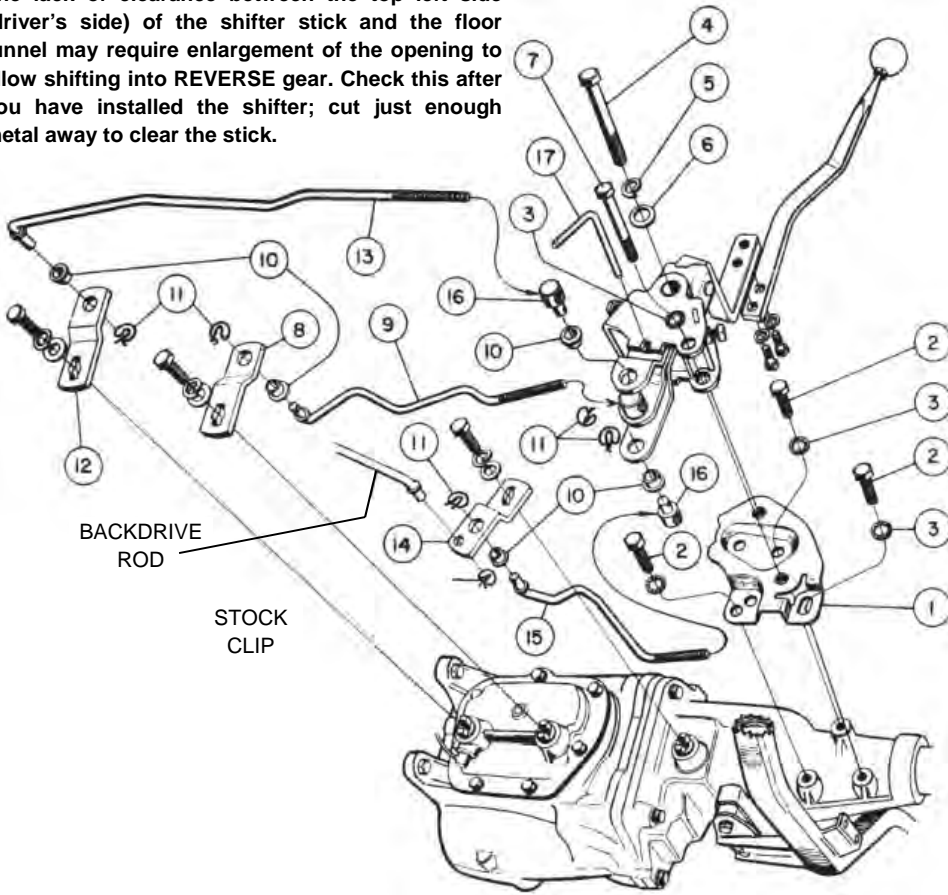
To check the reverse rod button adjustment, place the stick at neutral. Disconnect the reverse rod from the reverse lever. Grasp the rod and push toward the front of the car. (Reverse arm is dis-engaged when at end of forward travel). Adjust the rod button for easy slip-in fit in the bushing. Re-assemble and fasten with the spring clip.

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

10. Connect the backdrive linkage rod to the hole provided at the lower end of the arm. See note in side view picture. Fasten with the stock clip. Adjust backdrive linkage at the lower end of the steering column if necessary, to achieve "column lock" in REVERSE.

**IMPORTANT**

The lack of clearance between the top left side (driver's side) of the shifter stick and the floor tunnel may require enlargement of the opening to allow shifting into REVERSE gear. Check this after you have installed the shifter; cut just enough metal away to clear the stick.



- 1. MOUNTING PLATE
- 2. 3/8 - 16 x 3/4 HEX HEAD CAP SCREW
- 3. 3/8" INTERNAL TOOTH LOCKWASHER
- 4. 7/16 - 14 x 3 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 ROD

**BAGGED HARDWARE**