Installation Instructions
HURST COMP STICK KIT
2008-2012 Dodge Challenger (with AUTO-STICK)

Catalog# 538 0402 & 538 0403

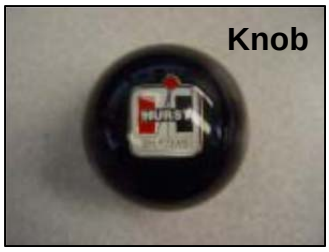
WORK SAFELY! For maximum safety, perform this installation on a clean, level surface and with the engine turned off. Place blocks or wedges in front of and behind both rear wheels to prevent movement in either direction.

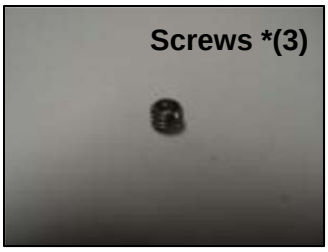
IMPORTANT: Installing the Hurst Competition Stick Kit requires moderate mechanical ability. Read this instruction sheet completely so that you thoroughly understand it and can become familiar with the procedure before attempting installation.

INSPECT! Using the parts list below, ensure that all parts are present and free from objectionable defects and/or blemishes prior to beginning installation and/or modification (painting). Every effort has been made to ensure that these parts arrive to you in perfect and non-damaged condition. However, Hurst Performance will not accept returned parts due to cosmetic defect after they have been installed in a vehicle and/or modified (painted).

NOTE: FOR PHOTOGRAPHIC PURPOSES A BLACK ANODIZED KIT IS SHOWN THROUGHOUT THESE INSTRUCTIONS. THE POLISHED KIT INSTALLS WITH THE IDENTICAL STEPS. THE PLATE FOR YOUR SPECIFIC VEHICLE MAY VARY SLIGHTLY FROM THE ONE SHOWN. REST ASSURED THAT THESE INSTRUCTIONS ARE SPECIFIC TO YOUR VEHICLE.

PARTS



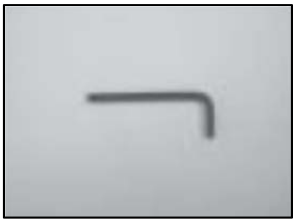


*** screws may already be installed into stick.**

TOOLS

Small Flat Blade Screwdriver

Plastic Trim Tool*



Hex Wrench (3mm)

3/4” or 19mm Wrench

*A plastic knife, wooden popsicle stick or any flat tool that will not scratch the vehicle’s interior plastic can also be used.

Disassembly

***Note: Some photos, while similar, may not exactly match your vehicles interior.**

STEP 1. Make sure vehicle is on level ground with the parking brake on. Move the shifter to the neutral position and make sure the vehicle is “OFF”.

NOTE: The brake pedal may need to be depressed to move
the shifter to the neutral position from park.

STEP 2**.** Carefully pry the chrome knob collar down away from the knob and push it down off of the knob.

TOOL: Small Flat Blade Screwdriver

STEP 3. Pull up sharply on the knob to remove it and also remove the collar.

STEP 4. Gently pry off the plastic chrome trim ring from the center console and remove it.

TOOL: Plastic Trim Tool

STEP 5. Carefully separate the black plastic shifter face plate from the shifter by gently prying up from the passenger side.

TOOL: Plastic Trim Tool

STEP 6. Gently pry the driver's side black attachment tabs (front and back) free from the white shifter housing.

TOOL: Plastic Trim Tool

STEP 7. Remove plastic shifter plate by lifting the rear out from the center console and then sliding the plate back to free and remove the plate.

STEP 8. Ensure that the white shifter housing has not unsnapped free from the shifter by pressing down and snapping back into place on the shifter if it has become loose.

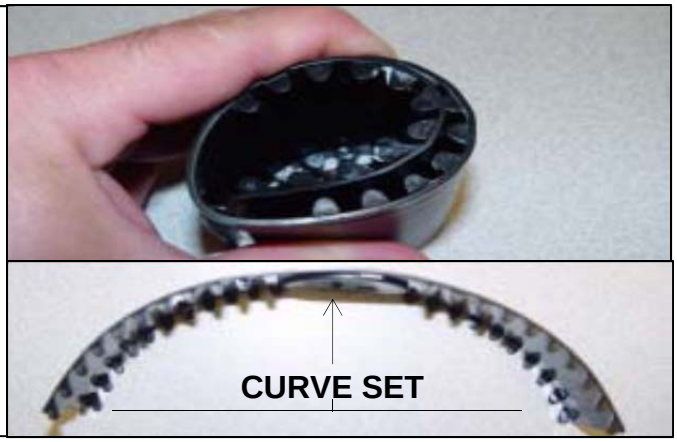
NOTE: Take note of the original location of the nub on the plastic slider cover before you remove it. This nub is either at the top or the bottom of the slider cover.

STEP 9. Remove the black plastic slider cover from the shift stick by simply pulling upwards and lightly bend the edges (front and back) downward.

NOTE: This step is essential to prevent the black plastic slider from binding and hanging up on the new cover plate.

STEP 10. Tightly roll the black plastic slider cover (teeth inward) to put a permanent “curve set” into the plastic. Wipe away any grease that may have transferred to the top of the cover.

NOTE: This step is essential to prevent the black plastic slider from binding and hanging up on the center console trim and cup holders.



STEP 11. Tightly roll the black plastic slider cover (teeth inward) to put a permanent “curve set” into the plastic. Wipe away any grease that may have transferred to the top of the cover.

NOTE: This step is essential to prevent the black plastic slider from binding and hanging up on the center console trim and cup holders.

STEP 12**.** Position the slots on the driver's side of the Hurst plate over the white shifter housing tabs.

STEP 13. With the tabs in place from STEP 11, firmly push down on the passenger side of the Hurst plate to snap into place.

STEP 14. Start the three (3) set screws into the three (3) threaded holes on the stick (two on the threads and one on the front).

NOTE: Do not tighten them in all the way at this time.
TOOL: Hex Wrench (3mm)

STEP 15. Slide the Hurst stick onto the original stock stick to where the top of the Hurst stick is flush with the original shifter stick and the threaded hole is towards the front of the vehicle.

NOTE: If the Hurst stick does not easily slide over the original shift stick then the screws in STEP 13 need to be backed out further.

STEP 16. Starting with the top two (2) screws, tighten all
three (3) of the set screws to ensure the Hurst stick stays secure onto the original shift stick.

TOOL: Hex Wrench (3mm)

STEP 17. Attach the Hurst nut onto the threads of the Hurst stick. Screw it all the way down towards the bottom of the threads.

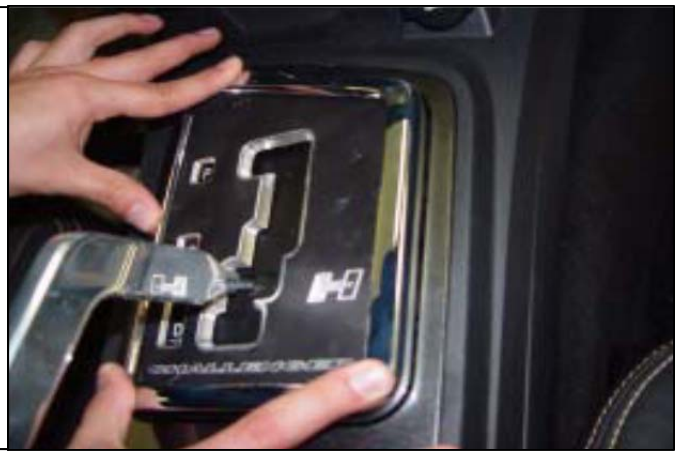
TOOL: 3/4” or 19mm Wrench

STEP 18. Screw on the Hurst knob all the way down until it contacts the Hurst nut. Then unscrew the knob until the Hurst logo aligns correctly.

STEP 19. Tighten or “jam” the Hurst nut up against the Hurst knob while holding the correct Hurst logo position.

STEP 20. Replace chrome trim ring and firmly snap into place.

NOTE: The fit between the chrome trim ring and the Hurst plate has been purposely designed to be a very snug fit to prevent rattles and squeaks.



STEP 21. With the key in the ignition (vehicle "OFF") and foot firmly depressing the brake pedal. Cycle the shifter through all position to ensure smooth and accurate movement. If binding or rough movement occurs, review and ensure that STEP 9 & 10 has been completed or needs to be revisited.

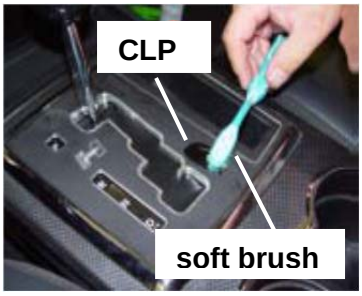
NOTE: DO NOT operate vehicle until all gears can be fully and smoothly engaged.

NOTE: You may notice a small hole in the HURST "H" This hole was intentionally added in order to access the parking lock switch. Use a straightened paperclip or bobby pin to access this hole. Avoid the use of sharp objects such as a needle or a pick. This switch should only be used when the vehicle needs to be taken out of park and when pressing on the brake pedal does not work. The brake pedal should always be used to take the vehicle out of park for all other instances.

STEP 22. Enjoy!

Cleaning and Care

#538 0402 - HURST COMP STICK KIT (Black with Black Knob) - The Hurst knob and Hurst stick (stainless steel) can be easily cleaned by wiping it down with a soft lint free cloth. The material of the Hurst plate in this kit is 6061-T6 aluminum finished with MIL-A-8625 TYPE II CLASS 2 BLACK Anodize. This type of finish is fairly durable and scratch resistant and should be easily cleaned with a soft brush or lint-free cloth. For deeper cleaning, Hurst recommends not to use any harsh cleaners or solvents except MIL-L-63460 or NATO S-758 specification CLP's (Clean, Lubricate, Preserve) applied with a soft brush (avoid applying CLP onto the surrounding plastic or spilling it down into the shift mechanism). A good quality CLP should bring back the original appearance of the black anodize unless deep scratches or other damage has been incurred. CLP's of this type are used in many firearm applications and can generally be found in most sporting good stores that sell firearms.



#538 0403 - HURST COMP STICK KIT (Polished Plate)
- The Hurst knob and Hurst stick (stainless steel) can be easily cleaned by wiping it down with a soft lint free cloth. The material of the Hurst plate in this kit is bare polished 6061-T6 aluminum. This type of finish is highly susceptible to scratches (care should be used) and periodically needs to be cleaned with a lint-free cloth. For deeper cleaning, Hurst recommends not to use any harsh cleaners or solvents except specific aluminum polish applied according to the label. A good quality aluminum polish should bring back the original polished appearance unless deep scratches or other damage has been incurred. Aluminum polishes of this type are used in aluminum wheel applications and can generally be found in most automotive parts stores.