



Installation Instructions

Part No. 3734297

Competition/Plus® Installation Kit - GM

See "Applications" tab on this product's page at www.hurst-shifters.com for specific vehicle & model year fitment

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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.

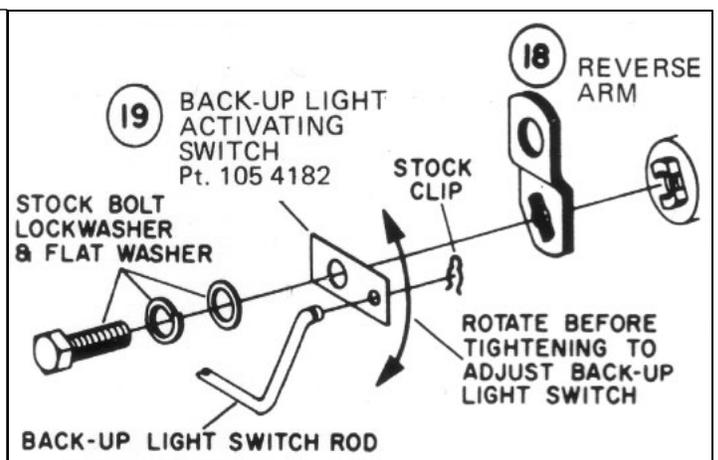
CAUTION: To avoid any possibility of bodily injury or damage to vehicle, do not attempt disconnect or installation until you are confident that the vehicle is safely secured and will not move.

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. Attach the mounting plate to the transmission with bolts and lock washers supplied in the kit. Tighten after all have been started.
2. Fasten the shifter to the mounting plate and tighten the bolts (see assembly view, page 2).
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, lock washers and flat washers.

NOTE: If the transmission has a link-operated back-up light switch, fasten the back-up light switch activating arm to the Reverse shaft as shown.



6. Insert the nylon bushings into the holes in the levers (see assembly view, page 2). 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 forward (disengaged) position.

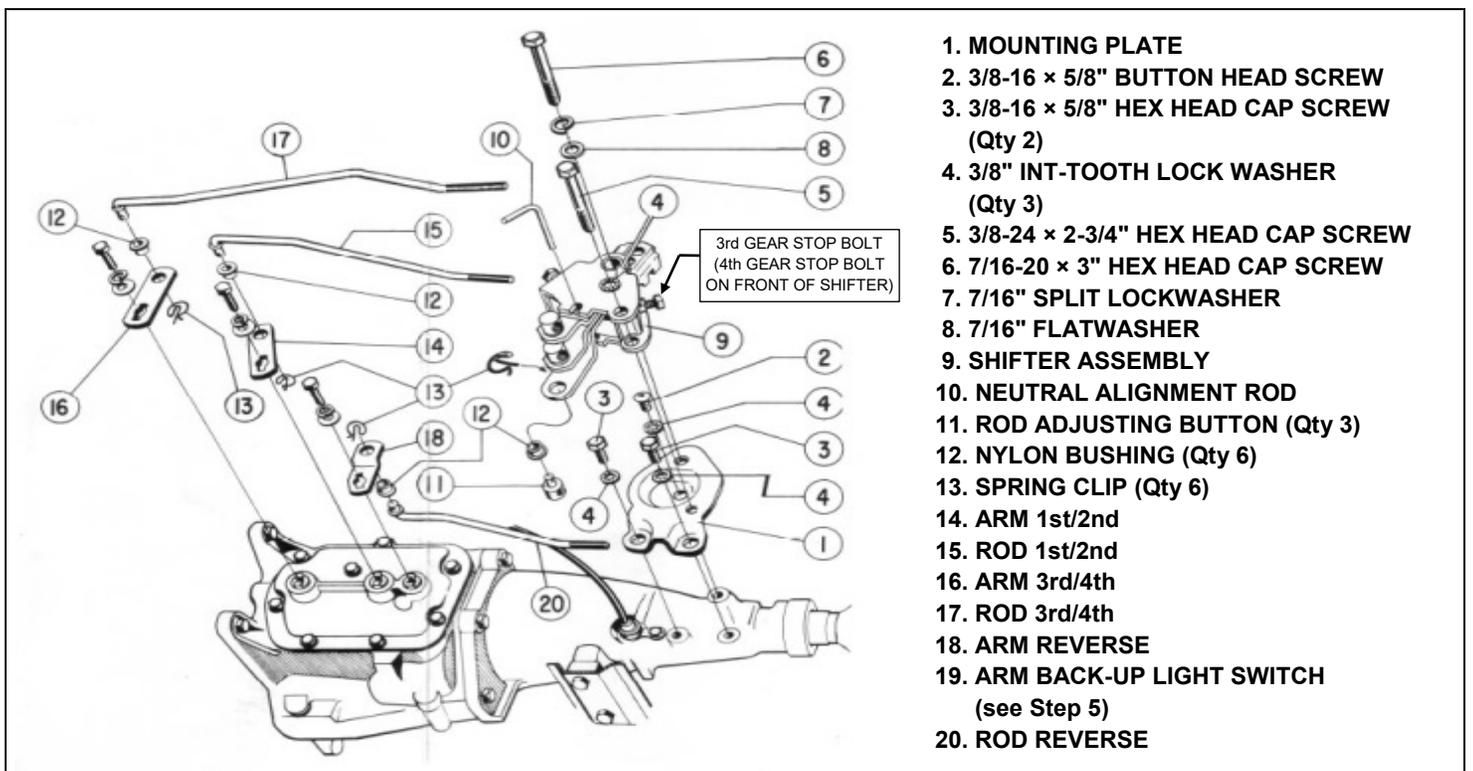
8. Adjust positions of the button on each rod to permit easy slip-in fit of the button into the nylon bushing in its respective lever. TRANSMISSION ARMS MUST REMAIN IN THE NEUTRAL POSITIONS WHILE ALIGNMENT IS ACCOMPLISHED. Fasten the buttons into the levers with the spring clips.

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

If the stick CANNOT be moved freely between 1st/2nd to 3rd/4th or reverse path, one or more of the rod button adjustments must be corrected. Move the stick forward to 3rd, then back to 4th, then into Neutral. Insert the neutral alignment rod. If the rod CANNOT be inserted freely, the 3rd/4th rod button is incorrectly adjusted. Similar testing of the 1st/2nd shift will prove the alignment of the 1st/2nd 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 3rd gear and hold. Screw the 3rd 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 4th gear and screw the 4th gear stop bolt in until contact is made, then back the stop bolt out one turn and tighten the lock-nut.



IMPORTANT: RETAIN THESE INSTRUCTIONS FOR FUTURE REFERENCE

Technical Service

Hurst Performance maintains a highly trained technical service department to answer your technical questions, provide additional product information and offer various recommendations.



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