



COMPETITION/PLUS®

U.S. PATENT NO. 3,216,274 & NO. 3,306,126

INSTALLATION INSTRUCTIONS

373 8611

391 7992

(shown)

ATTENTION

Due to variations in auto manufacturing tolerances, the transmission rods supplied with this kit may require slight bending to clear 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 NEUTRAL ALIGNMENT ROD (Pt. 1725) THROUGH LEVERS AND CHECK POSITIONS OF 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 FORWARD END OF ITS TRAVEL (DIS-ENGAGED).

1. Raise vehicle and support it with safety-approved jackstands. Remove stock shifter and linkage. Remove the two bolts that fasten the transmission extension housing to the crossmember at the rear support. The transmission can be moved to the right side to gain clearance for installation of the mounting plate and shifter.
2. Install mounting plate on tailshaft. Tighten all bolts securely.
3. Install shifter onto mounting plate. Tighten mounting bolts. Return transmission to normal position. Replace crossmember mounting bolts and tighten them. Remove center console plate. Install spacer block between stick and shifter. **IMPORTANT - CENTER MARK ON SPACER MUST FACE SHIFTER** (toward driver). Tighten stick mounting bolts.
4. Assemble hooked ends of rods into arms with nylon bushings and spring clips. Refer to exploded Assembly View for proper part combinations. Spin rod adjusting buttons onto threaded ends of rods. Spin them onto middle of thread length.
5. **MUNCIE TRANSMISSIONS** - Install arm/rod/button assemblies onto transmission shafts. Refer to Assembly View for proper part. Fasten arms onto shafts with stock washers and bolts.
BORG-WARNER TRANSMISSIONS - Insert shaft adapters (Pt. 101 0006) into slots in arms (refer to FIG. 1). Use stock lock-washers and nuts to fasten arms.
REVERSE ARM ONLY - The tangs of the adapter must be filed shorter to allow the Reverse arm to be fastened. Place adapter in arm slot and file ends flush to surface of arm as shown in FIG. 1.
6. Align levers with shifter frame and insert neutral alignment rod (Pt. 148 1725) through holes in levers.
7. Rotate 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-engaged position).

8. Adjust positions of button on each rod to permit easy slip-in fit of button into nylon bushing in proper lever. TRANSMISSION ARMS MUST REMAIN IN NEUTRAL POSITION WHILE ALIGNMENT IS ACCOMPLISHED. Fasten buttons in levers with spring clips.
9. Remove neutral alignment rod. Test 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 shifter functions properly, proceed to paragraph 11.
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 stick forward to 3rd, then back to 4th, then into neutral. Insert neutral alignment rod. If rod CANNOT be inserted freely, the 3-4 button is incorrectly adjusted. Similar testing of 1-2 shift will prove alignment of 1-2 rod adjustment.
To check reverse rod button adjustment, place stick at neutral. Disconnect reverse rod adjusting button from reverse lever. Grasp rod and push toward front of car. (Reverse arm is dis-engaged when at end of forward travel.) Adjust rod button for easy slip-in fit in bushing. Re-assemble and fasten with spring clip.
10. Connect BACKDRIVE cable end to pin of HURST Reverse arm. Fasten with stock hardware.
11. Adjust shifter stop bolts. Back both bolts out of shifter frame until only a few threads remain engaged. Push stick firmly into 3rd gear and hold. Screw 3rd gear stop bolt in until contact is felt. Back bolt out one turn and tighten locknut. Pull stick firmly back into 4th gear, screw 4th gear stop bolt in until contact is made, then back stop bolt out one turn and tighten locknut.

NOTE: A hole is provided in the reverse arm for the actuating rod of a GM back-up light switch. If your transmission is equipped with this switch, hook the switch rod in this hole.

CONTENTS OF KIT

1. MOUNTING PLATE
2. 3/8 - 16 x 3/4 HEX HEAD CAP SCREW
3. 3/8" INTERNAL TOOTH LOCKWASHER
4. 3/8" FLATWASHER
7. SPACER BLOCK
8. ROD ADJUSTING BUTTON
9. BUSHING
10. SPRING CLIP
11. NEUTRAL ALIGNMENT GAGE
12. 7/16 - 20 x 3 HEX HEAD CAP SCREW
13. 7/16" SPLIT LOCKWASHER

- Pt. 195 8008
Pt. 96000540 (3)
Pt. 267 3533 (4)
Pt. 97090058
Pt. 228 8397
Pt. 119 3783 (3)
Pt. 118 1681 (6)
Pt. 97000015 (6)
Pt. 148 1725
Pt. 215 2343
Pt. 97000404

14. 7/16" FLATWASHER
15. 3/8 - 24 x 2 3/4 HEX HEAD CAP SCREW
16. ARM 1-2
17. ROD 1-2
18. ARM 3-4
19. ROD 3-4
20. ARM REVERSE
21. ROD REVERSE - Muncie
- Borg-Warner

BAGGED HARDWARE

Also included - Arm Adapter

- Pt. 96000561
Pt. 215 3459
Pt. 105 7058
Pt. 213 0046
Pt. 105 7060
Pt. 213 2145
Pt. 105 7061
Pt. 213 2146
Pt. 213 4147
Pt. 154 0070
Pt. 101 0006 (3)



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(shown)

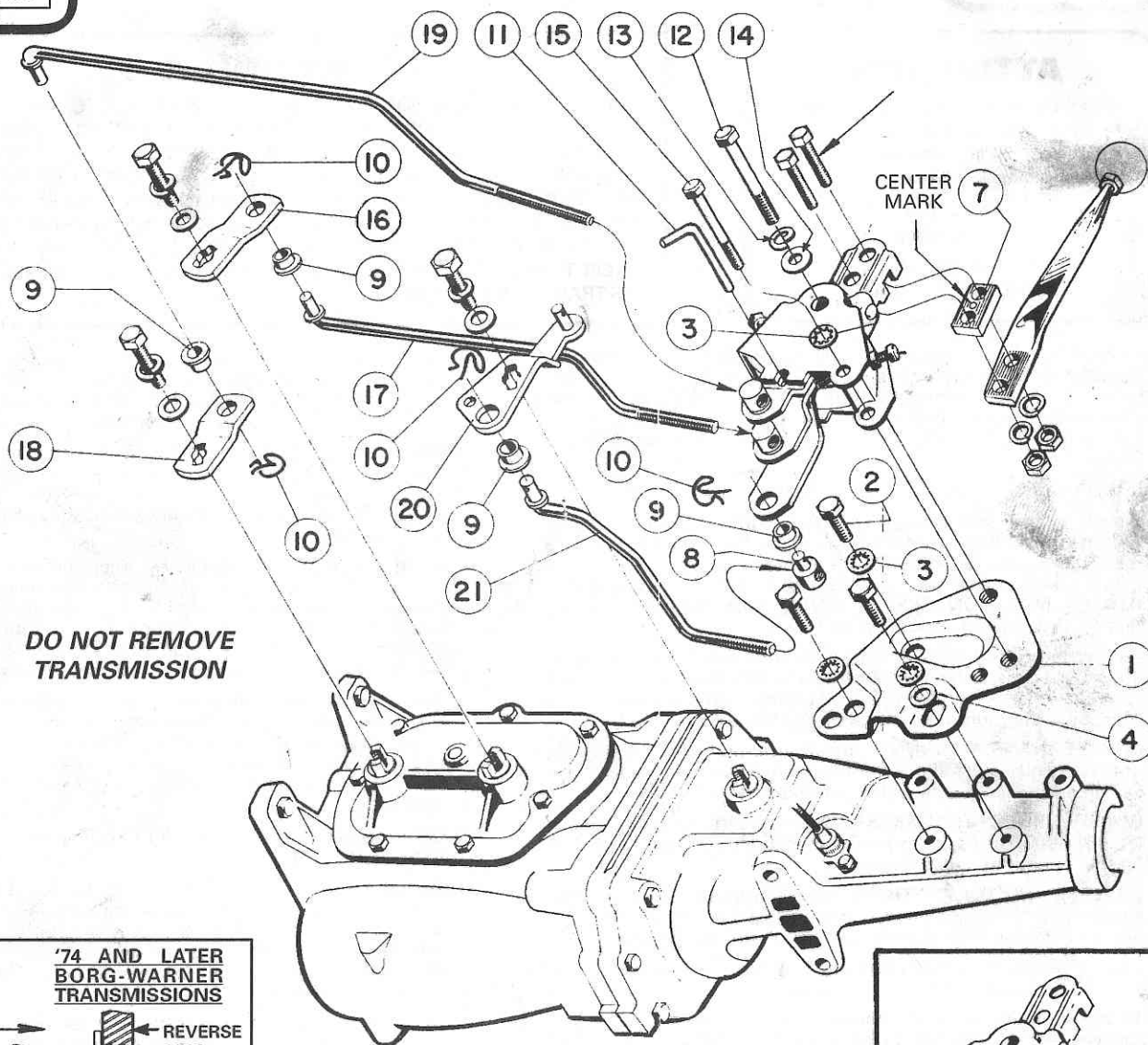
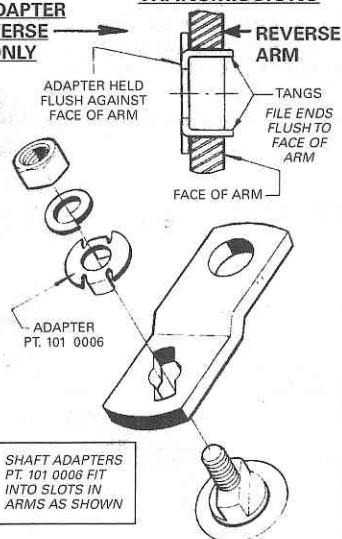


FIG. 1

**FILE ADAPTER
IN REVERSE
ARM ONLY**

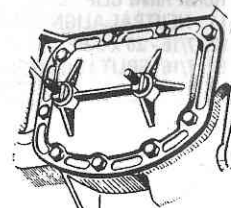
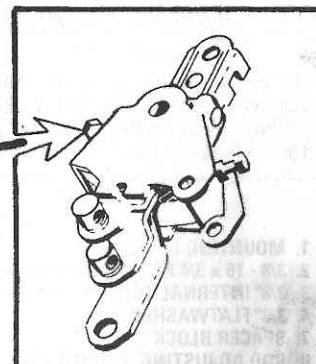


**'74 AND LATER
BORG-WARNER
TRANSMISSIONS**

2nd & 4th gear stop bolt and jam nut. Similar bolt and jam nut at rear of shifter is 3rd gear stop bolt. Refer to paragraph 11 of text for adjustment.

NOTE:

Muncie transmission is shown in the assembly drawing. Borg-Warner is recognized by curved bottom side cover shown in picture to the right. Assembly of all parts is identical to Muncie installation.



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