

Installation Instructions

Part No. 3735587



Competition/Plus® Installation Kit

For Various 1967-1973 Fords & Mercurys w/T&C Transmissions
See "Applications" tab on this product's page at www.hurst-shifters.com
for specific vehicle & model year fitment.

Rev 03/04/2020

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 3rd 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.

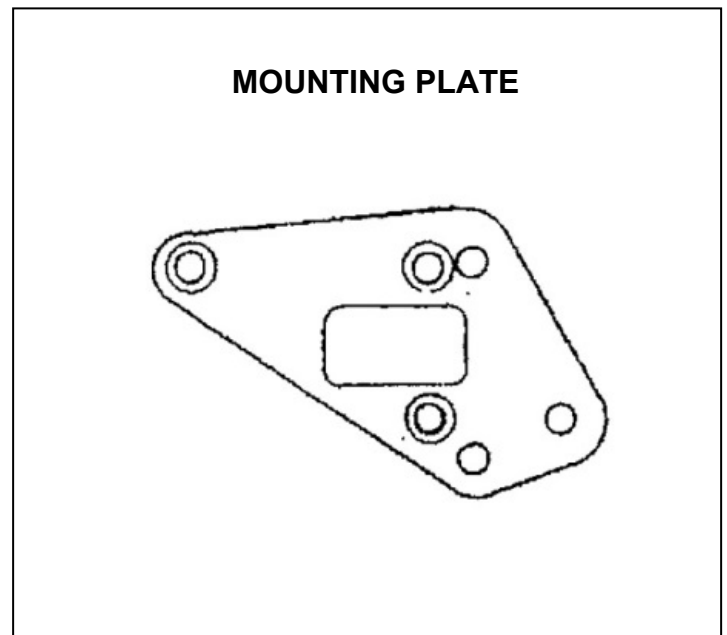
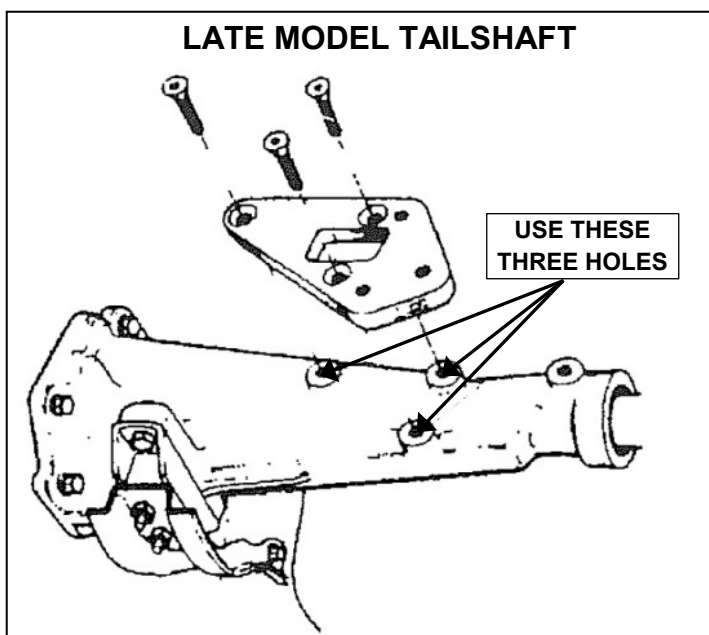
If the stick CANNOT be moved freely between 1-2 to 3-4 or reverse path, one or more of the rod button adjustments must be corrected. Move the stick forward to 3rd, then back to 4th, then into Neutral. Insert the neutral alignment rod. If the rod CANNOT be inserted freely, the 3-4 rod button is incorrectly 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 3rd gear and hold it. Screw the 3rd gear stop bolt in until contact is made. Back the bolt out one turn and tighten the locknut. Pull the stick firmly back into 4th gear. Screw the 4th 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



**DO NOT
DIS-ASSEMBLE
SHIFTER UNIT**

CONTENTS OF KIT

1. MOUNTING PLATE
2. 5/16 – 18 x 1 HEX HEAD CAP SCREW
3. 5/16" SPLIT LOCKWASHER
4. 5/16 – 18 x 1 FLAT HEAD SOCKET
5. 7/16 – 14 x 3 HEX HEAD CAP SCREW
6. 7/16" SPLIT LOCKWASHER
7. 7/16" FLATWASHER
8. 3/8 – 16 x 2 3/4 HEX HEAD CAP SCREW
9. 3/8" INTERNAL TOOTH LOCKWASHER
10. BACK-UP LIGHT SWITCH BRACKET
11. ROD ADJUSTING BUTTON
12. ALIGNMENT ROD
13. ARM 1 - 2
14. ROD 1 - 2
15. NYLON BUSHING
16. SPRING CLIP
17. ARM 3 - 4
18. ROD 3 - 4
19. ARM REVERSE
20. ROD REVERSE

BAGGED HARDWARE

**DO NOT REMOVE
TRANSMISSION
FROM CAR**

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.



Hurst Performance Products

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