



Installation Instructions

Part No. 3738607

Competition/Plus® Installation Kit

For 1973-1977 Chevy Camaros & Pontiac Firebirds
(both w/console) w/Saginaw transmissions

Rev 03/05/2020

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. Remove the stock shifter and linkage.
2. Disconnect the backdrive linkage rod that connects the steering column lever to the bellcrank on the frame of the car. Replace this rod with the rod supplied. Use the stock spring clips at the column end. Use the stock button at the lower end of the rod. Disconnect the backdrive rod that connects the bellcrank to the transmission Reverse arm at the reverse arm only.
3. Cut off the corner of the mounting plate as shown on the attached template. Fasten the mounting plate to the transmission with three 3/8 – 16 x 3/4 bolts and the three 3/8” internal tooth lockwashers supplied.
4. Remove the stick from the shifter. Install the shifter on the mounting plate and tighten both mounting bolts. Fasten the stick to the shifter.
5. Assemble the rods to their respective arms using the nylon bushings and spring clips. Refer to the diagram for proper parts combinations. Spin the buttons onto the threaded ends of the rods to the middle of the thread length. Install the arm-rod-button assemblies onto the transmission. Fasten the arms to the shafts using the stock bolts, 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 upper end of the reverse arm must be moved to the end of its travel toward the front of the car (dis-engaged position).

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

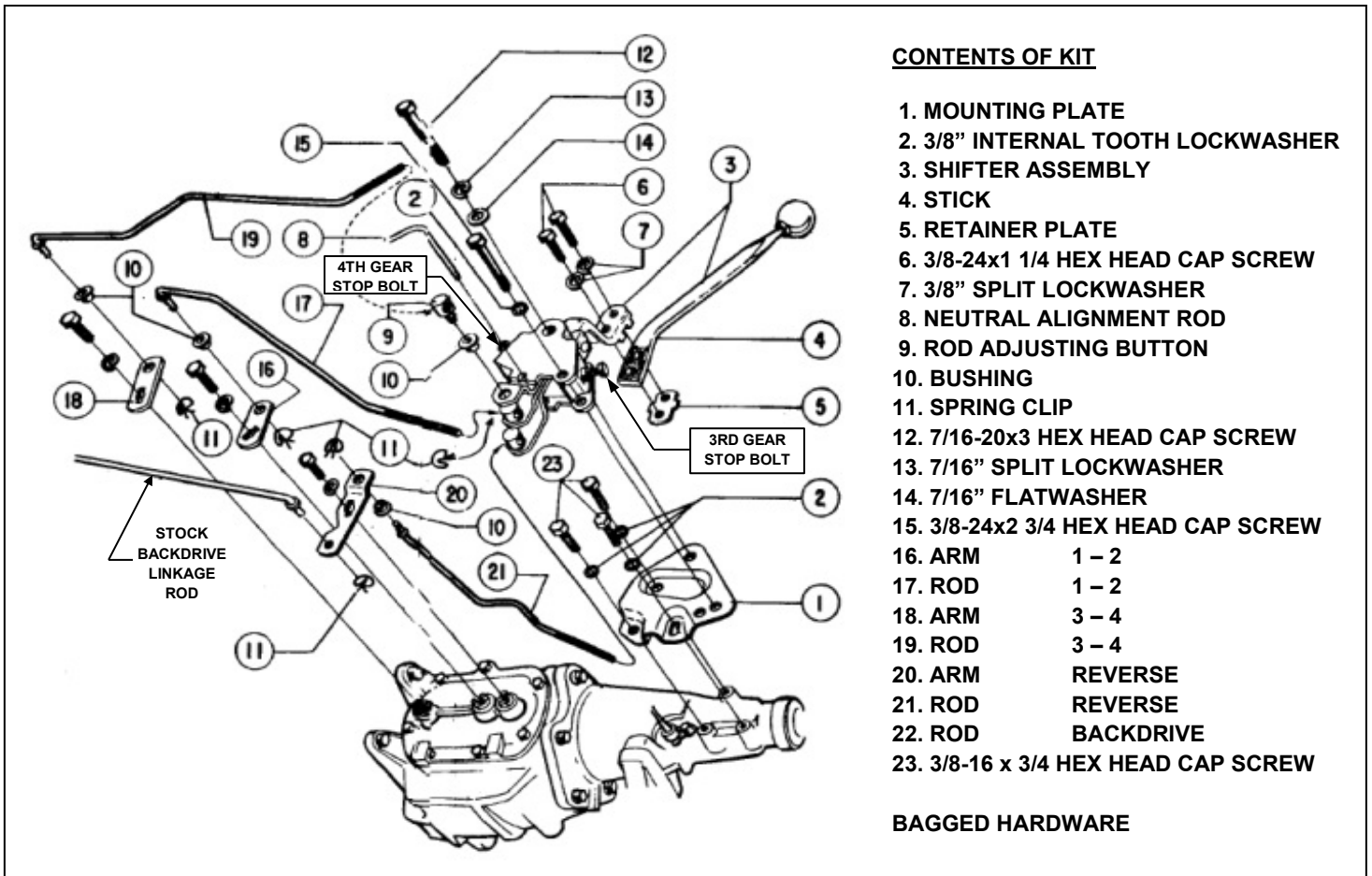
9. Remove the neutral alignment rod and test the shifter. The stick should move freely from side to side at Neutral (between 1-2 and 3-4 shifting paths). An increased pull toward the operator should engage the reverse lever. If the shifter functions properly, proceed to number 10.

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. 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 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.

11. Connect the backdrive linkage rod to the hole provided at the lower end of the HURST reverse arm – See diagram. Fasten the rod with the stock clip.



CONTENTS OF KIT

- 1. MOUNTING PLATE
- 2. 3/8" INTERNAL TOOTH LOCKWASHER
- 3. SHIFTER ASSEMBLY
- 4. STICK
- 5. RETAINER PLATE
- 6. 3/8-24x1 1/4 HEX HEAD CAP SCREW
- 7. 3/8" SPLIT LOCKWASHER
- 8. NEUTRAL ALIGNMENT ROD
- 9. ROD ADJUSTING BUTTON
- 10. BUSHING
- 11. SPRING CLIP
- 12. 7/16-20x3 HEX HEAD CAP SCREW
- 13. 7/16" SPLIT LOCKWASHER
- 14. 7/16" FLATWASHER
- 15. 3/8-24x2 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
- 22. ROD BACKDRIVE
- 23. 3/8-16 x 3/4 HEX HEAD CAP SCREW

BAGGED HARDWARE

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.



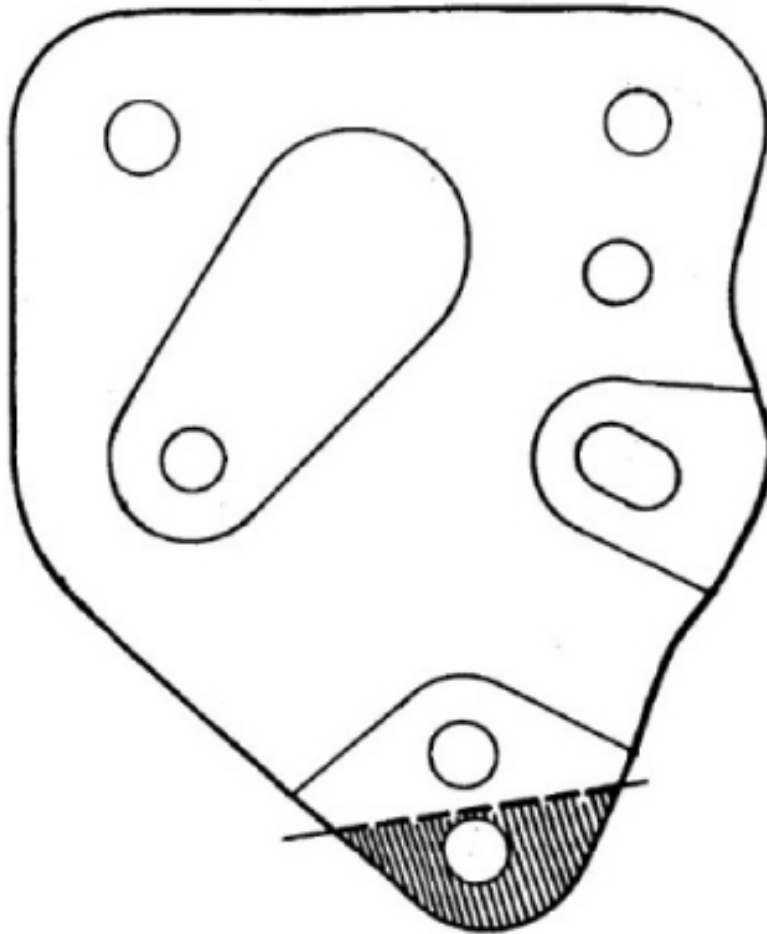
Hurst Performance Products

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MOUNTING PLATE TEMPLATE

****DO NOT SCALE****



Place your mounting plate on top of this template. Place a straight edge across the corner of the plate that is to be cut off.

Line up the straight edge with the marks beyond the ends of the broken line on the template.

Scribe a line onto the mounting plate. Then use a hacksaw or cut-off wheel to cut off the shaded portion.