

1. Install mounting plate on tailshaft. Tighten all bolts securely.
2. Install shifter onto mounting plate. Tighten mounting bolts.
3. Insert nylon bushings into arms. Assemble hooked ends of rods into arms and secure with spring clips. Check Assembly View for proper combination of parts.
4. Thread rod- adjusting buttons onto rods. Spin buttons onto middle of thread length.
5. Install arm/rod/button assemblies onto transmission shafts. Refer to assembly view for proper part combinations. Fasten arms onto shafts with stock flatwashers, lockwashers and nuts.

6. Insert nylon bushing into holes in levers - refer to assembly view. Align levers with shifter frame and insert neutral alignment rod (Pt. 1725) through notches in frame and holes in levers.

7. Rotate transmission arms backwards 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 WHICH ALIGNMENT IS ACCOMPLISHED. Fasten button 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 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 stick forward to 3rd, then back to 4th, then into neutral. Insert neutral alignment rod. If rod CANNOT be inserted freely, the 3-4 rod 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 adjustment 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. 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

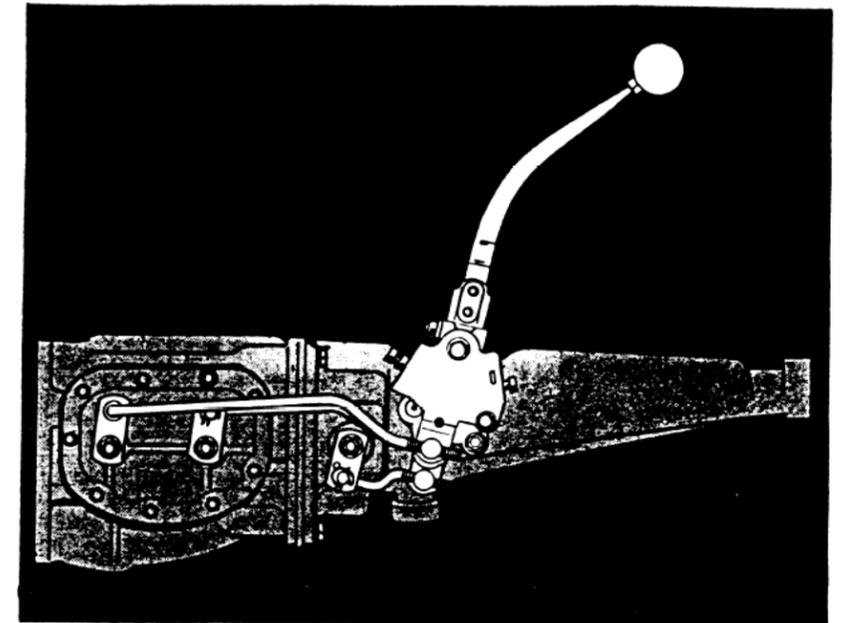
FILL OUT WARRANTY CARD  
COMPLETE AND RETURN PROMPTLY



# INSTALLATION INSTRUCTIONS COMPETITION/PLUS®

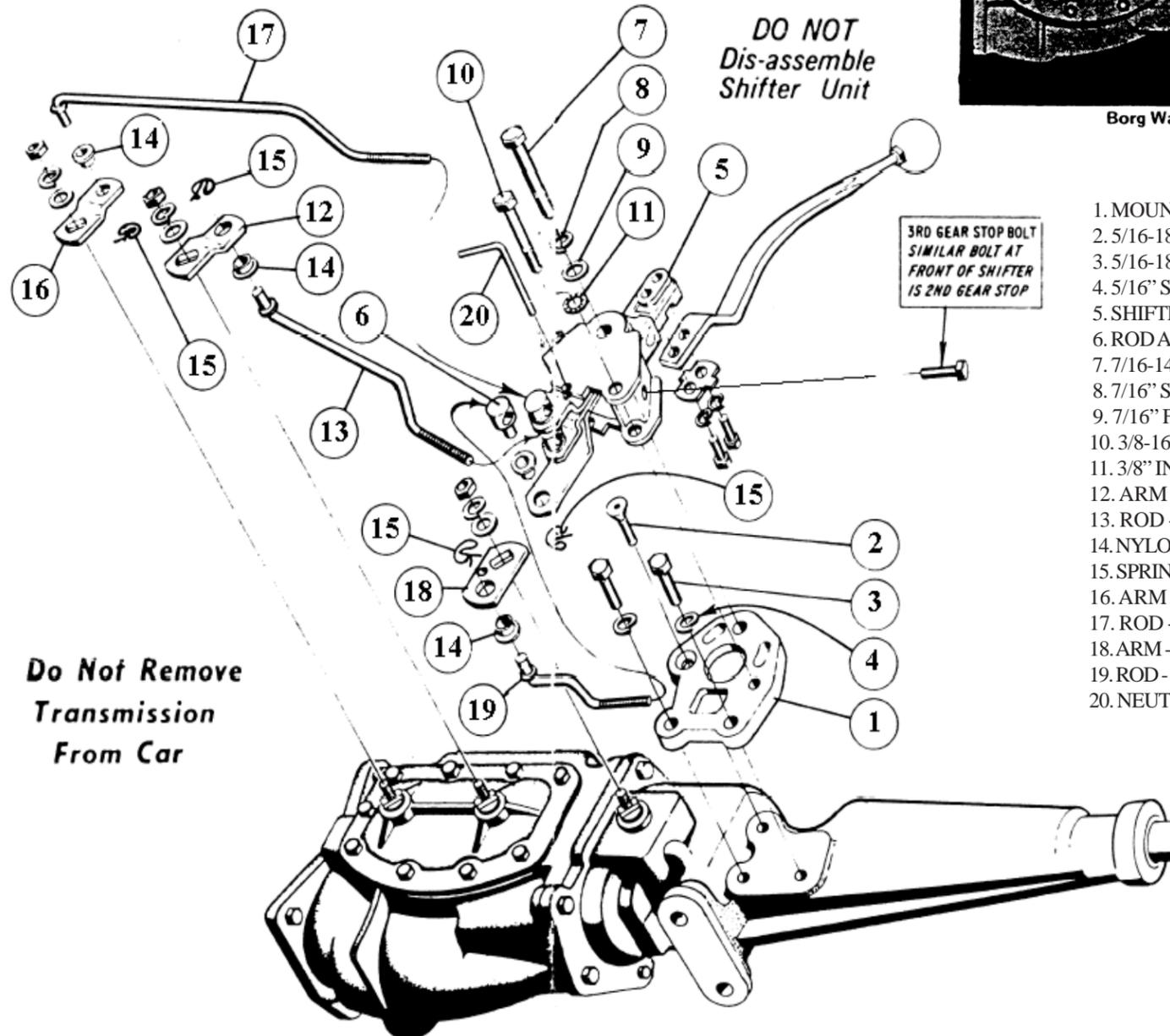
## FOUR SPEED FLOOR SHIFT

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



Borg Warner Nine Bolt Curved Bottom Side Cover Transmission

373 3166



DO NOT  
Dis-assemble  
Shifter Unit

Do Not Remove  
Transmission  
From Car

3RD GEAR STOP BOLT  
SIMILAR BOLT AT  
FRONT OF SHIFTER  
IS 2ND GEAR STOP

### CONTENTS OF KIT

- |                                       |              |
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| 1. MOUNTING PLATE                     | Pt. 2816     |
| 2. 5/16-18 X 1 FLAT HEAD SOCKET SCREW | Pt. 3531     |
| 3. 5/16-18 X 1 1/4 HEX HEAD CAP SCREW | Pt. 3433 (2) |
| 4. 5/16" SPLIT LOCKWASHER             | Pt. 3470 (2) |
| 5. SHIFTER UNIT                       | Pt. 6848     |
| 6. ROD ADJUSTING BUTTON               | Pt. 3783 (3) |
| 7. 7/16-14 X 3 HEX HEAD BOLT          | Pt. 3447     |
| 8. 7/16" SPLIT LOCKWASHER             | Pt. 0404     |
| 9. 7/16" FLAT WASHER                  | Pt. 0561     |
| 10. 3/8-16 X 2 3/4 HEX HEAD BOLT      | Pt. 3448     |
| 11. 3/8" INTERNAL TOOTH LOCKWASHER    | Pt. 3533     |
| 12. ARM - 1st / 2nd                   | Pt. 2140     |
| 13. ROD - 1st / 2nd                   | Pt. 2814     |
| 14. NYLON BUSHING                     | Pt. 1681 (6) |
| 15. SPRING CLIP                       | Pt. 0015 (6) |
| 16. ARM - 3rd / 4th                   | Pt. 2141     |
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| 18. ARM - REVERSE                     | Pt. 1670     |
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| 20. NEUTRAL ALIGNMENT ROD             | Pt. 1725     |
| BAGGED HARDWARE - Pt. 3154            |              |

**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 OCCURS. DOUBLE-CHECK THE LINKAGE BEFORE STARTING THE ENGINE OR MOVING THE CAR. INSERT NEUTRAL ALIGNMENT ROD (PT. 17251) THROUGH LEVERS AND CHECK POSITIONS OF TRANSMISSION SHIFTING ARMS. 1-2 AND 3-4 TRANSMISSION CONTROL ARM MUST BE AT NEUTRAL POSITIONS OF THEIR TRAVEL. REVERSE GEAR CONTROL ARM MUST BE AT FORWARD END OF ITS TRAVEL (DIS-ENGAGED)

CHECK NUMBERS STAMPED IN PARTS  
WITH NUMBERS SPECIFIED IN  
CONTENTS OF KIT