Installation Instructions
Competition Plus Shifter Installation Kit

Fits: Ford T&C Transmission
See Application Guide for Specific Vehicles
HURST # 3737638

WORK SAFELY! For maximum safety, perform this installation on a clean, level surface and with the engine turned off. 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 installation until you are confident that the vehicle is safely secured and will not move.

1. Disconnect the back drive from the transmission arm only. Remove the rest of the stock linkage and stock mounting plate.

2. Remove the stock back-up light switch assembly from the stock shifter as follows: Grasp the plastic body of the switch firmly and pull the switch out of the shifter mounting. Remove the spring clamp from the hole in the stock switch tab.

3. Install the spring clamp into the back-up light switch bracket. Push the stock switch all the way into the bracket (as far as it can go).

4. Remove the 3/8” bolt and jam nut from the rear end of the shifter. Install the back-up light switch bracket under the jam nut and tighten temporarily.

NOTE: THIS SWITCH IS SELF-ADJUSTING, IT AUTOMATICALLY POSITIONS ITSELF THE FIRST TIME THAT YOU SHIFT INTO REVERSE.

5. Install the shifter on the mounting bracket. Tighten the mounting bolts.

6. Assemble the rods to their respective arms using the nylon bushings and spring clips. Refer to exploded assembly drawing for proper parts combinations. Spin the button onto threaded ends of rods to the middle of the thread length.

7. Install the arm - rod - button assemblies onto the transmission. Fasten the arms to the shafts using stock nuts, lockwashers, and flatwashers.

8. Insert the nylon bushings into the holes in the levers - refer to assembly view. Align the levers with the shifter frame and insert the neutral alignment rod through the notches in the frame and holes in the levers.

9. 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).

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

11. Remove the neutral alignment rod. 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 paragraph 12.

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 shifter will prove alignment of the 1-2 rod adjustment. To check the reverse rod button adjustment, place the stick on neutral. Disconnect the reverse rod adjustment button from the reverse lever. Grasp the rod and push all the way toward the front of the car. Adjust the rod button for an easy slip-in fit in the bushing. Reassemble and fasten with the spring clip.

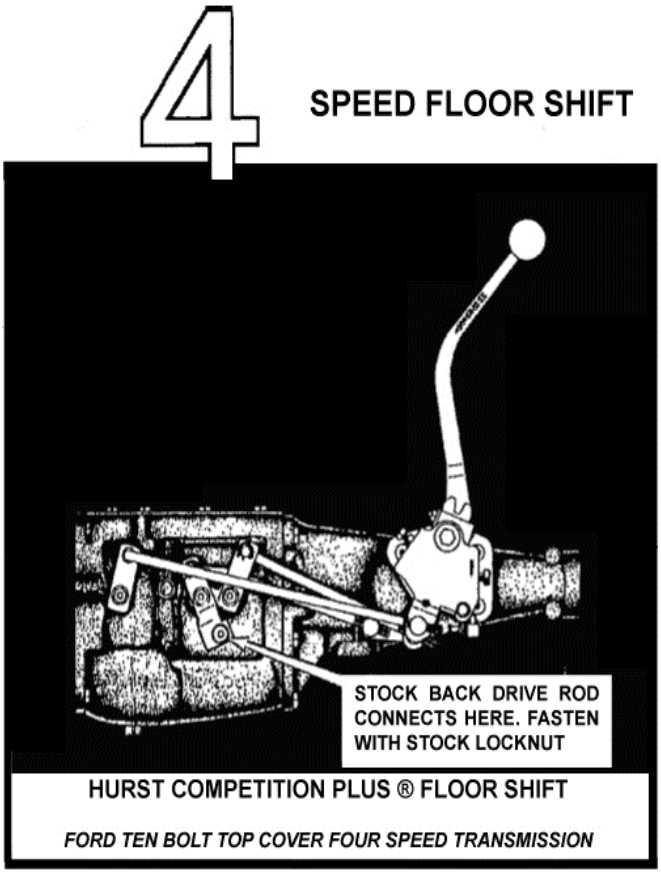
12. Adjust the shifter stop bolts. Back both of the bolts out of the shifter frame until only a few threads remain engaged. Push the stick firmly into 3rd gear and hold. Screw 3rd gear stop bolt in until contact is made. Back the bolt out one turn and tighten the jam nut. Pull the stick firmly back into 4th gear. Screw 4th gear stop bolt in until contact is made, then back the stop bolt out one turn and tighten the jam nut.

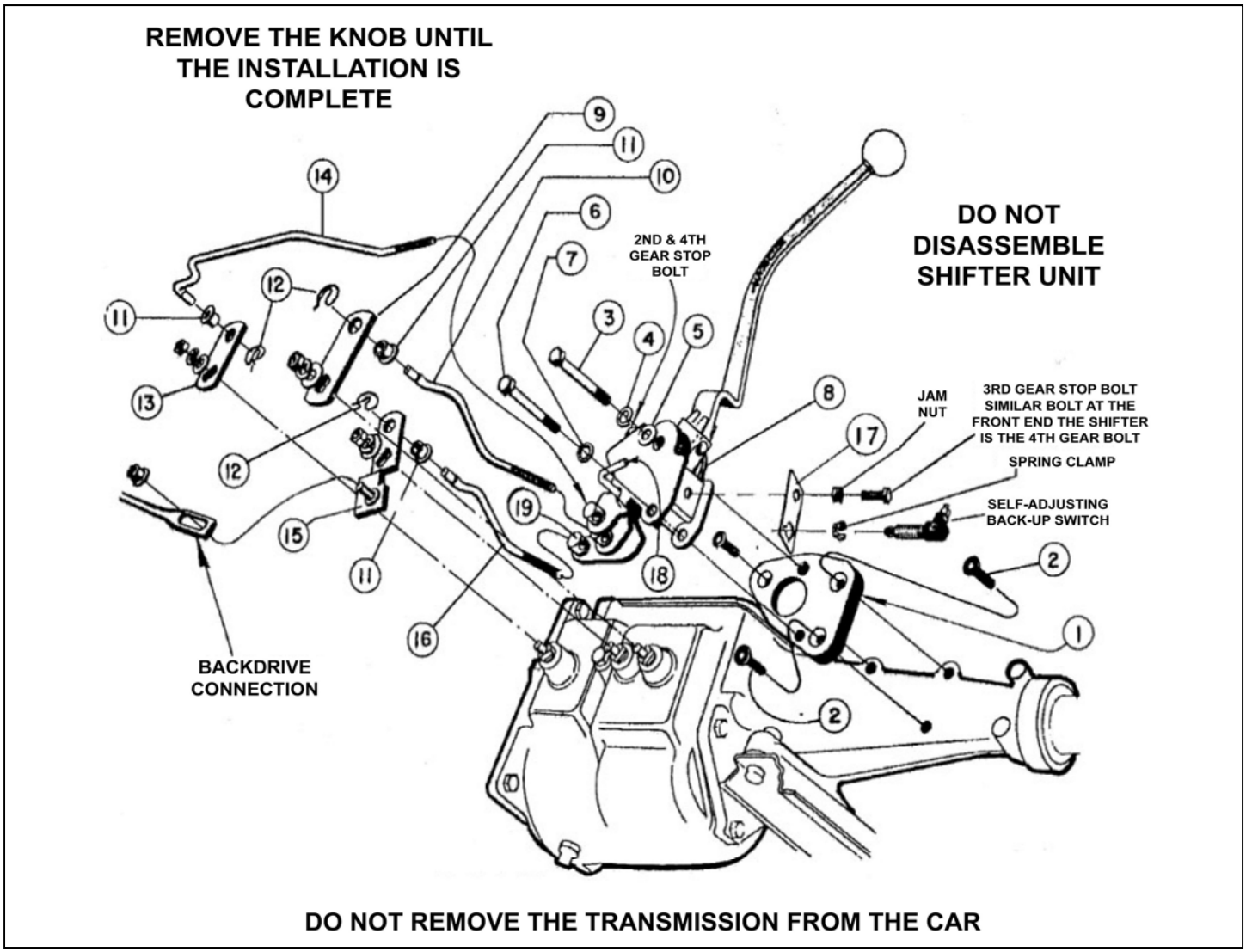
13. Connect the back-drive linkage rod to the stud on the lower end of the reverse arms.

CONTENTS OF KIT

1. MOUNTING PLATE - Pt. 4120
2. 5/16 -18 x 1 FLAT HEAD SOCKET SCREW (3) – Pt. 3531
3. 7/16-20 X 3 BOLT - Pt. 3423
4. 7/16” SPLIT LOCKWASHER - Pt. 97000404
5. 7/16” FLATWASHER - Pt. 96000561
6. 3/8-24-2 3/4 BOLT - Pt. 3459
7. 3/8” INTERNAL TOOTH LOCKWASHER – Pt. 3533
8. SHIFTER ASSEMBLY - Pt. 3180
9. ARM 1st & 2nd - Pt. 2723
10. ROD 1st & 2nd - Pt. 4146
11. NYLON BUSHING (7) - Pt. 1681
12. SPRING CLIP (7) - Pt. 97000015
13. ARM 3rd & 4th - Pt. 2108
14. ROD 3rd & 4th - Pt. 2774
15. ARM REVERSE - Pt. 7646
16. ROD REVERSE - Pt. 4147
17. BACK-UP LIGHT SWITCH BRACKET - Pt. 6889
18. NEUTRAL ALIGNMENT ROD - Pt. 1725
19. ROD ADJUSTING BUTTON (3) - Pt. 3783

BAGGED HARDWARE Pt. 154 4197





IMPORTANT: RETAIN THESE INSTRUCTIONS FOR FUTURE REFERENCE

Technical Service

A highly trained technical service department is maintained by Hurst Performance to answer your technical questions, provide additional product information and offer various recommendations.

Technical service calls, correspondence, and warranty questions should be directed to:

Hurst Performance Products

(707) 544-4761

www.Hurst-Shifters.com