



COMPETITION/PLUS[®] FOUR SPEED FLOOR SHIFT

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

373 7834
391 8014
(shown)

INSTALLATION INSTRUCTIONS

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).

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

- Remove stock shifter and linkage. Disconnect backdrive rod at stock Reverse Arm only.
- Install mounting plate on tailshaft. Tighten all bolts securely.
- Assemble arms to rods using nylon bushings and spring clips. Assemble buttons onto rods.

Chevy II & Nova 71-73 w/o Console - REFER TO FIG. 1
Install rod adjusting button in Reverse arm - hooked end of rod is attached to reverse lever in shifter. Notice that both ends are installed from the outside.
- 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 bolts.
- Install shifter.

NOTE

Removal of the stick from the shifter will make the installation easier and will also avoid possible damage to plating on stick.

Tighten mounting bolts securely.

Insert nylon bushings 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.

- 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).

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

- 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 to reverse lever. If shifter functions properly, proceed to paragraph 9.

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 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.

- 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.
- Connect the backdrive linkage rod to the hole provided at the lower end of the arm. See note in side view picture. Fasten with stock clip. Adjust backdrive linkage at lower end of steering column if necessary, to achieve "column lock" in REVERSE.

CONTENTS OF KIT

1. MOUNTING PLATE	Pt. 195 7773	10. NYLON BUSHING	Pt. 118 1681 (6)
2. 3/8 - 16 x 3/4 HEX HEAD CAP SCREW	Pt. 96000540 (3)	11. SPRING CLIP	Pt. 97000015 (6)
3. 3/8" INTERNAL TOOTH LOCKWASHER	Pt. 267 3533 (4)	12. ARM 3-4	Pt. 105 7060
4. 7/16 - 14 x 3 HEX HEAD CAP SCREW	Pt. 215 2343	13. ROD 3-4	Pt. 213 2139
5. 7/16" SPLIT LOCKWASHER	Pt. 97000404	14. ARM REVERSE	Pt. 105 7059
6. 7/16" FLATWASHER	Pt. 96000561	15. ROD REVERSE	Pt. 213 3404
7. 3/8 - 16 x 2 3/4 HEX HEAD CAP SCREW	Pt. 215 3459	16. ROD ADJUSTING BUTTON	Pt. 119 3783 (3)
8. ARM 1-2	Pt. 105 7058	17. NEUTRAL ALIGNMENT ROD	Pt. 148 1725
9. ROD 1-2	Pt. 213 2438	BAGGED HARDWARE	Pt. 154 3151

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INSTALLATION INSTRUCTIONS

IMPORTANT

The lack of clearance between the top left side (driver's side) of the shifter stick and the floor tunnel may require enlargement of the opening to allow shifting into REVERSE gear. Check this after you have installed shifter; and cut just enough metal away to clear stick.

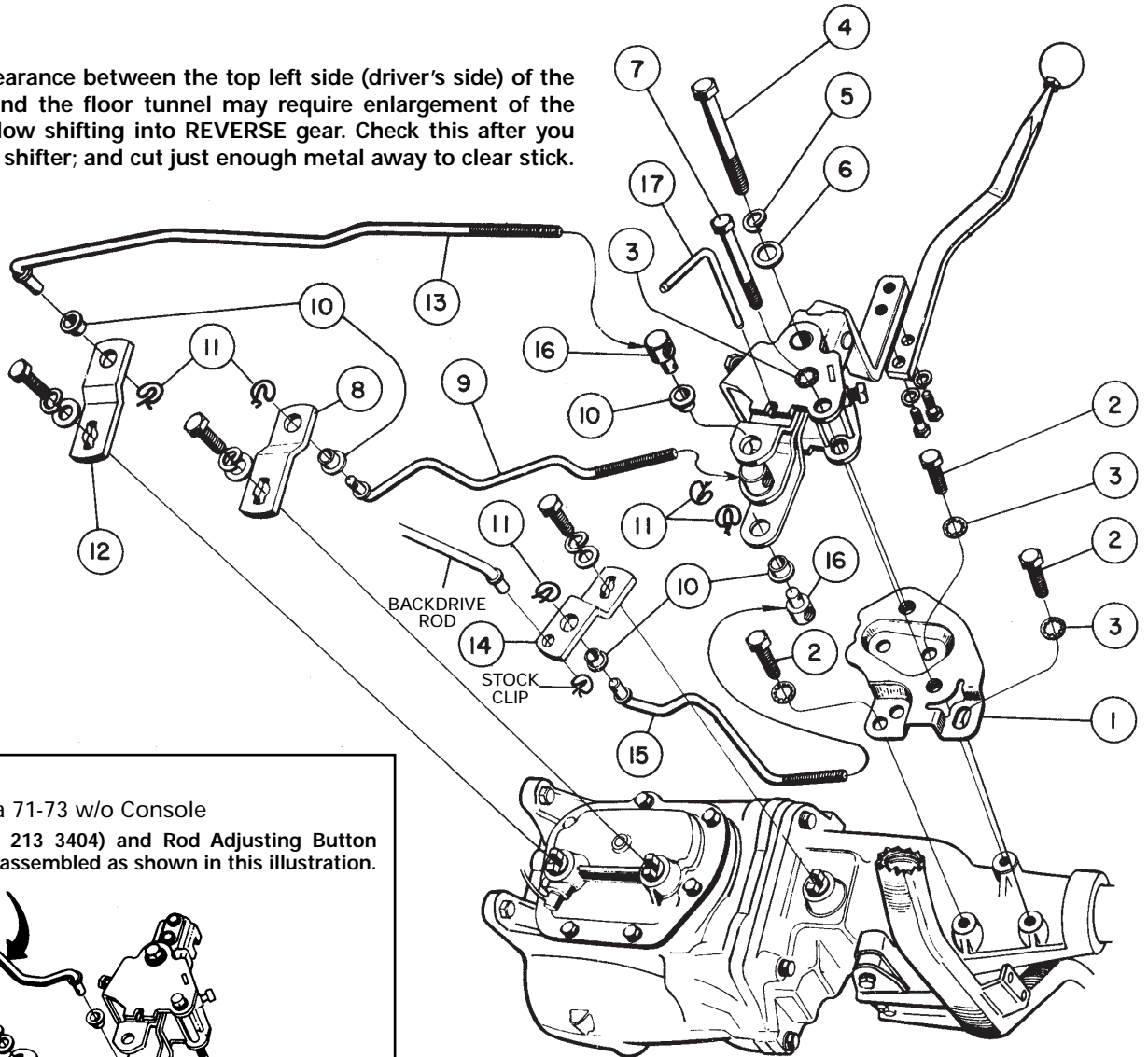


FIG. 1

Chevy II & Nova 71-73 w/o Console
Reverse Rod (Pt. 213 3404) and Rod Adjusting Button (Pt. 119 3783) are assembled as shown in this illustration.

