



Installation Instructions

Part No. 3916039

Competition/Plus® Shifter

2011-2014 Ford Mustang with MT82 6-Speed Manual Transmission
For specific vehicles, see "Applications" tab on this product's page at www.hurst-shifters.com

Rev 03/25/2020

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.

IMPORTANT

This shifter has been primarily designed as a "competition" and/or "race" shifter. While every effort has been made to reduce the amount of objectionable transmission/driveline noise transmitted into the interior of the vehicle, some vehicles may experience greater amounts than others. If this is possibly objectionable or unsuitable to your intended type or style of driving, return this product to your retailer for a refund prior to beginning installation.

PARTS



Classic Hurst White Knob



Chrome Upper Stick



Shifter



Spring Mount Bracket



Reverse Lockout Collar



Trigger Rod



Reverse Lockout Base



Rear Mount



Foam Gasket



3/8" Lock Washer (2)



Grease



Spring

PARTS contd.



3/8" Washer



Thread Adhesive



3/8"-24 Cap Screw



3/8"-24 Guide Screw



Tie Wrap, Shift Boot



Nylon Set Screw (2)



Cotter Pin



1/4" Lock Washer (4)



Guide Nut



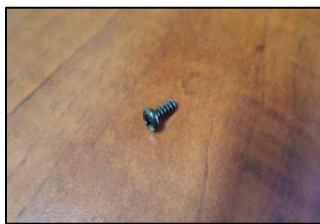
1/4"-20 Screw



Jam Nut



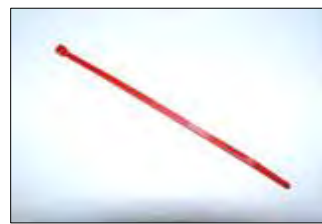
Fiber Washer



Spring Retaining Screw



8-32 Set Screw



Tie Wrap (2)

TOOLS



Ratchet



10mm Deep Socket



Long Extensions



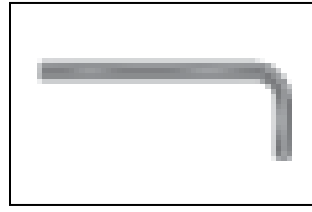
Pliers & Cutting Pliers



Trim Tool



Wire Stripper/Crimper



**Hex Wrench
5/16" & 7/32"**



Jack Stands



Electrical Tape



Drill & 1/4" Drill Bit



Floor Jack



**Wrenches
10mm & 5/8"**

DISASSEMBLY

1. Unscrew the shift knob.



2. Open the center console storage box and starting from the back carefully unsnap the center console trim cover/cup holder unit from center console by firmly grasping the back edge and pulling directly upward.



3. Disconnect the traction control/hazard light/trunk release and any other (cup holder lighting, etc.) wiring harness connectors that prevent removal of this center console trim plate. Then remove the console trim plate.

NOTE: It may not be necessary to completely disconnect all wiring harnesses and instead let the trim plate hang off to the side.



4. Remove the rubber boot that seals the shifter to the tunnel.



5. Remove the three (3) accessible screws of the four (4) screws holding the shifter to the shifter linkage housing.

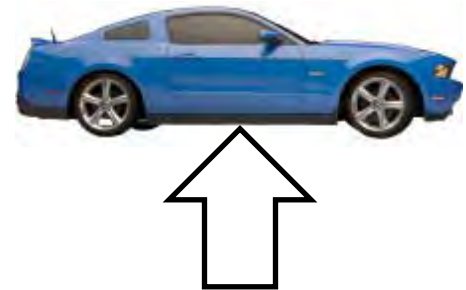
NOTE: The fourth screw is difficult to access from inside the vehicle and will be removed in step 9.

TOOLS: 10mm Deep Socket, Ratchet, & Extension



6. Carefully raise car for under vehicle access.

TOOLS: Floor Jack & Jack Stands



7. From underneath the vehicle, unscrew the two (2) mounting nuts holding the rear shifter support bushing bracket.

TOOLS: 10mm Deep Socket, Ratchet, & Extension



8. Pull the rear bushing bracket off of the tunnel studs. Then firmly work the bushing off of the shifter housing and remove the rear bushing assembly from vehicle.



9. Unscrew the remaining shifter mounting screw.

TOOL: 10mm Wrench

NOTE: With the removal of the back mounting bushing, this screw may be able to be accessed from inside the vehicle in some instances.



10. From inside the vehicle, remove the shifter.



11. Trim the tie wraps from the rear bushing assembly, remove the rubber bushing from the bracket.

TOOL: Cutting Pliers



12. Pry off the lower bushing cup off of the shifter bottom pivot, being careful not to damage the soft plastic as this part will be re-used.

TOOL: Pliers



13. Grease the lower pivot ball of the Hurst shifter.



14. Place the plastic bushing cup (removed in step 12) onto a hard surface and snap the lower pivot ball of the Hurst shifter into the bushing cup.



15. From inside the vehicle place the supplied Foam Gasket onto the shifter housing base.

NOTE: Position the long notch on the side of the gasket toward the driver and the small notch toward the rear of the vehicle.



16. Place the Hurst Shifter on top of the foam gasket and shifter housing base and tighten the three (3) accessible screws.

NOTE: Position the long notch on the side of the shifter toward the driver and the small notch & Hurst logo toward the rear of the vehicle. The fourth screw is difficult to access from inside the vehicle and will be installed in step 19.

TOOLS: 10mm Deep Socket, Ratchet, & Extension



17. Insert the supplied polyurethane rear bushing into the rear bushing bracket and secure it with the two supplied tie wraps. Trim the excess ends.

TOOL: Cutting Pliers



18. Using the supplied grease, lubricate the inside of the polyurethane bushing.



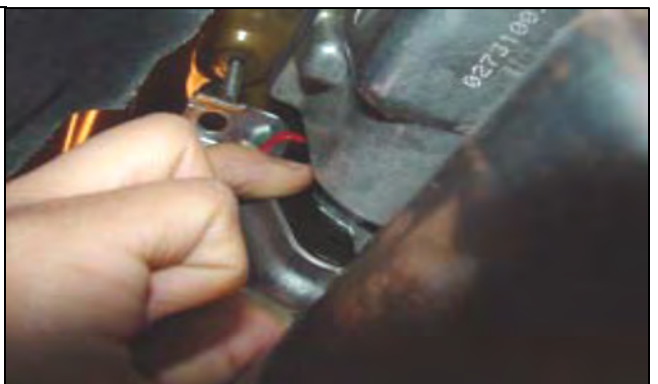
19. From underneath the vehicle, install the 4th mounting screw securing the Hurst Shifter to the shifter housing base.

TOOL: 10mm Wrench



20. Push the rear bushing assembly onto the rear of the shifter base assembly.

NOTE: The longer bracket ear should be installed on the driver's side to center the shifter in the tunnel.



21. Push the rear bushing assembly onto the mounting studs and tighten the mounting nuts to secure the shifter assembly to the tunnel.

TOOLS: 10mm Deep Socket, Ratchet, & Extension



22. Insert the Trigger Rod into the Reverse Lockout Collar.



23. Insert the cotter pin through the hole in the Trigger Rod. Bend each leg of the cotter pin 90 degrees and cut excess material. The photo to the right is a bottom view of the assembly. Please note the orientation of the cotter pin and the approx. length of the legs.

Tools: Needle Nose Pliers, Wire Cutters



24. Align the Trigger Rod so that the top is perpendicular to the opening in the Reverse Lockout Collar. While maintaining the alignment, pull up on the Trigger Rod so that it is at its highest position within the Reverse Lockout Collar and secure it in position with the steel set screw.

NOTE: Add a drop of Loctite to threads of set screw to prevent set screw from backing out.

Tool: 5/64" Allen Wrench



25. Thread one of the supplied nylon set screws into the upper hole on the left side of the block. Screw it in until it just begins to protrude into the slotted center opening.



26. Install the Upper Chrome Stick and Spring Bracket. The 3/8" guide screw will be inserted and installed into the bottom hole of the stick along with a 3/8" lock washer and a 3/8" washer.

Tool: 7/32" Allen Wrench



27. Slide the reverse lockout block down over the shifter and install the second 3/8" bolt into the top hole of the chrome stick.

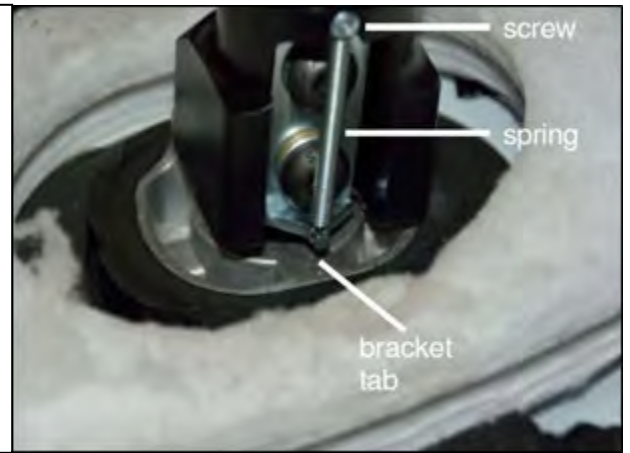


28. Install the extension spring to the Reverse Lockout Collar with the supplied Spring Retaining Screw.

Tool: Philips Screwdriver



29. Insert the other end of the spring onto the Spring Bracket tab.



30. Add grease to the Lockout Collar where it rides against the guide nut.

Add a drop of Loctite to the internal threads of the guide nut and install onto the end of the upper screw. Test the Reverse Lockout Collar for proper function. Pull up on the trigger rod and release. The collar should spring back to its lowered position.

Tools: 5/8" Socket, Ratchet



31. Use an allen wrench to adjust the nylon set screw that was installed in step 25. Adjust as necessary to reduce side to side play and get the block to slide up and down freely. Once it's adjusted properly insert a second nylon set screw and tighten against the first to lock in place.



32. To prevent premature wear to the Reverse Lockout Collar, apply grease to the shifter reverse block and lock-out collar where the two will contact during shifts to 1st / 2nd gear.



33. The reverse lockout must be adjusted so that the shifter can smoothly be shifted into first gear while not being able to shift into reverse without pulling up on the T handle. Adjustment can be made by sliding the lockout and securing it into position by tightening down the 4 bolts.



34. The bottom of the factory rubber boot will need to be trimmed in order to clear the Hurst shifter



35. Work the rubber boot seam onto the shifter access-hole edge so that it fully seals the tunnel hole.



36. Carefully peel the leather shift boot away and off of the plastic boot collar. The plastic collar will not be re-used.



37. The factory shifter boot will need to be opened up in order slide it over the reverse lockout. Start by cutting loose enough threads so that the boot will slide over the lockout with a snug fit.



38. Invert the shift boot and slide it over the reverse lockout.



39. Although the zip tie installed in the next step should prevent any further unraveling to the sewn seam of the shift boot, you can place a small amount of super glue (not supplied) onto the stitching to keep it from unraveling.



40. Locate the upper groove in the reverse lockout and use the supplied tie wrap to secure the boot in place



41. Reconnect the traction control/hazard light/trunk release and any other (cup holder lighting, etc.) wiring harness that had previously been disconnected.



42. Snap the center console trim cover/cup holder unit back into place.



43. Screw the jam nut down onto the upper stick threads.



44. Install the shift knob onto the stick. Align the logo on the shift knob accordingly and tighten the jam nut up against the knob. A few drops of Loctite will help prevent the knob from loosening.

CAUTION! Over tightening the knob down onto the stick will eventually cause the knob to crack. ALLOW LOCTITE TO DRY.

Tool: 5/8" Wrench



45. Before operating the vehicle, test the shifter through all gears making sure that each gear, including reverse, can be engaged fully and smoothly without rough movement or binding. Also, ensure that the shifter fully and smoothly self-centers in the neutral position and does not hang in the reverse, 1st-2nd gear, or 5th-6th gear plane. Correct any problems before operating the vehicle. Start the vehicle and carefully test engaging first gear and the reverse gear. Ensure that the reverse lights illuminate when the reverse gear is selected.

WARNING! Failure to easily distinguish between first and the reverse gear can result in damage, injury, and/or death.

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.



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(866) 464-6553

www.hurst-shifters.com