



HURST COMPETITION AND BILLET/PLUS SHIFTER 2005-2010 Mustang GT and V6 w/5-speed Manual Transmission

Catalog #391 0201, 391 0203 and 391 5201

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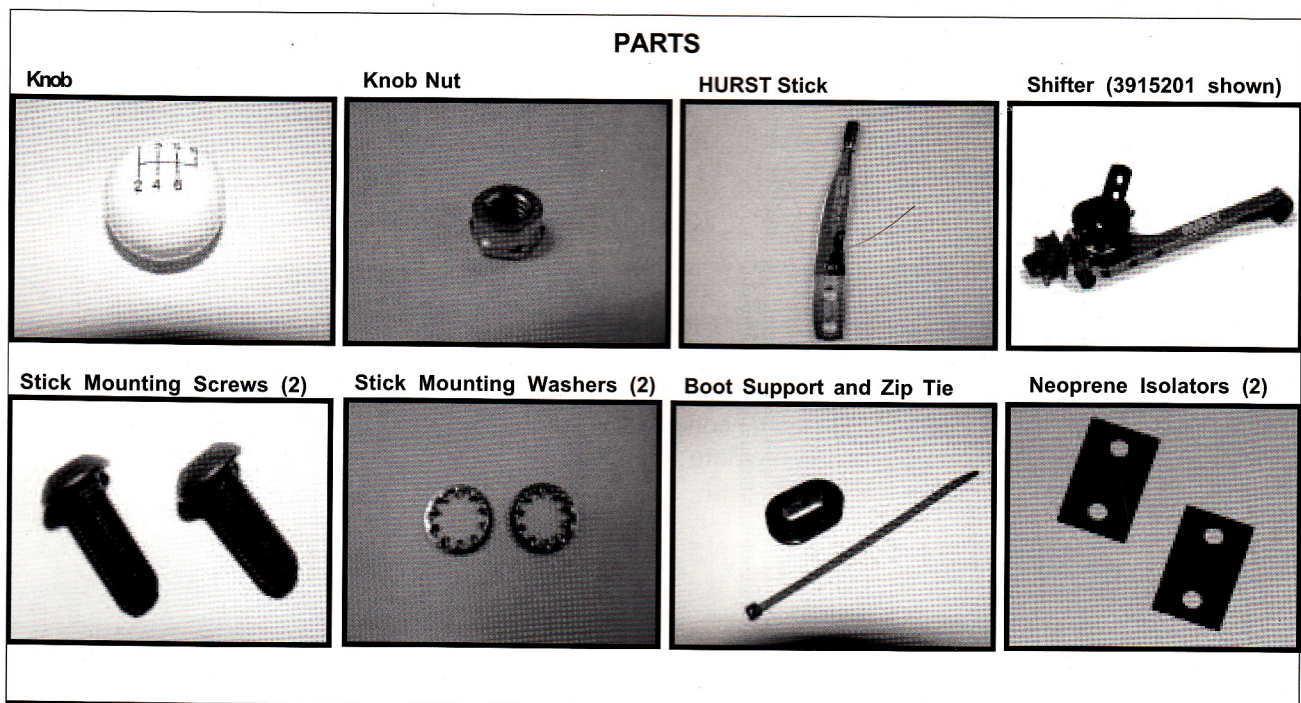
Thank you for purchasing the Hurst Competition or Billet/Plus Shifter for your Mustang. This shifter is constructed of a solid billet steel and chrome plated upper stick, billet stainless steel adapter, billet aluminum bearing housing, and urethane front and rear bushings for increased rigidity.

IMPORTANT! Installing the Hurst Competition or Billet/Plus Shifter requires moderate mechanical ability. Read this instruction sheet completely first, so that you thoroughly understand it and can become familiar with the procedure before attempting installation.

WORK SAFELY! Perform this installation on a good clean level surface for maximum safety and with the engine turned "off". Installation of this shifter requires working underneath the vehicle. **USE EXTREME CAUTION WHEN WORKING UNDERNEATH THE VEHICLE.** Never get underneath the vehicle until you are confident that it is safely supported and will not move or fall from its raised position. Allow sufficient time for the vehicle to cool prior to beginning installation.

INSPECT! Using the parts list below, ensure that all parts are present and free from objectionable defects and/or blemishes prior to beginning installation. Every effort has been made to ensure that these parts arrive to you in perfect and non-damaged condition. However, Hurst Performance will not accept returned parts due to cosmetic defect after they have been installed in a vehicle or modified.

NOTE: FOR PHOTOGRAPHIC PURPOSES, A 2010 MUSTANG IS SHOWN THROUGHOUT THESE INSTRUCTIONS. 2005-2009 GT AND V6 KITS INSTALL WITH IDENTICAL STEPS.



STEP 4. 2010 MUSTANGS ONLY:

Disconnect the ESC/Hazard/Trunk Release harness from the bottom of the center console. Remove the center console and set aside.

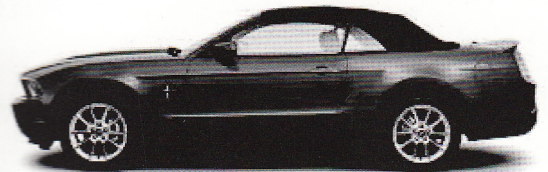


STEP 5. Remove rubber dust boot from shift stick by pulling up and out of the floor pan opening and sliding it over the shift stick. Set boot aside.



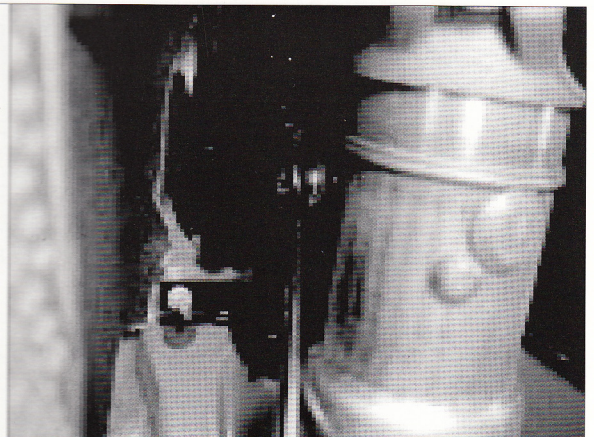
STEP 6. Carefully raise vehicle for under car access.

TOOL: Floor Jack and Jack Stands



STEP 7. Remove the hex nut that secures the transmission linkage rod to the bottom of the shifter and set aside.

TOOL: 13mm Wrench



STEP 8. Remove the transmission linkage rod by pulling it out of the stock shifter.



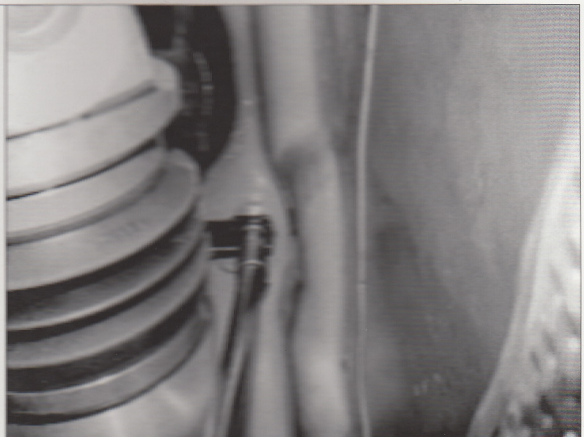
STEP 9. Remove the front bolt that attaches the shifter assembly arm to the transmission and set aside.

TOOL: 10mm Wrench



STEP 10. Remove the two (2) hex nuts that secure the rear mount of the shifter assembly to the floor and set aside.

TOOL: 10mm Deep Socket, Ratchet, Extension



STEP 11. Remove metal bracket from the rear rubber mount and set aside.

NOTE: Some Mustangs may contain a clip on one or both of the studs making the bracket difficult to remove. Carefully remove the bracket by working it from side to side until it is removed. DO NOT force the bracket off the studs by pulling it down as these clips can damage the threads.

(The picture shows a bracket with only one (1) clip that has been moved out of the way instead of being removed.)



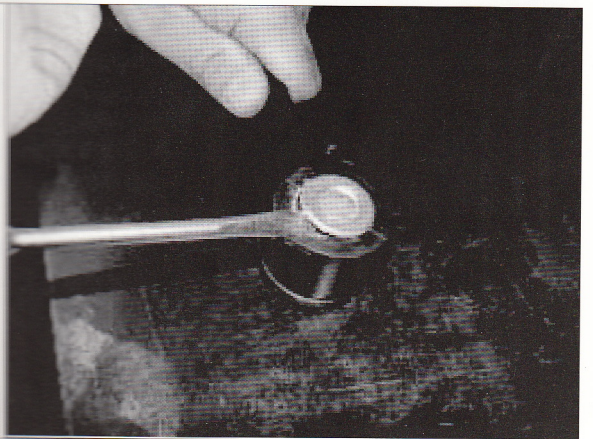
Assembly

STEP 12. Remove the stock shifter from the vehicle. One method is to move the entire shifter assembly down so that just the top part of the stick is inside the vehicle. Then move the shifter assembly forward enough so that the tail end of the shifter can be pushed upwards through the tunnel opening. Once the tail end is through the opening, the shifter can be removed from the inside of the vehicle.

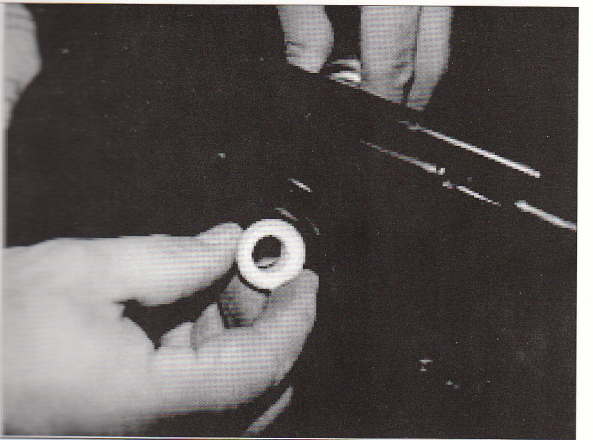


STEP 13. Place the factory shifter on a workbench and remove the two (2) metal flanged sleeves from the front rubber bushings on the shifter assembly arm.

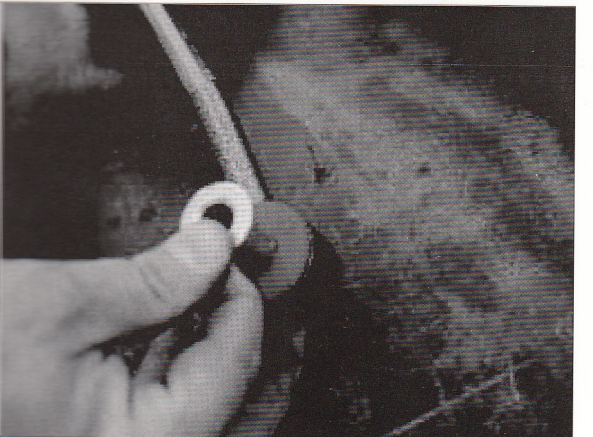
TOOL: Flat Head Screwdriver



STEP 14. Remove the two (2) plastic bushings from the bottom of the shifter. These bushings should be removed by hand to not damage them.

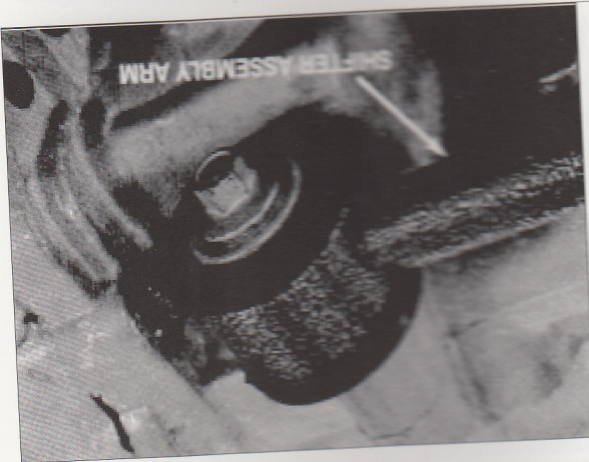


STEP 15. Place the HURST shifter on a workbench and insert the two (2) metal flanged sleeves into the bushings in the HURST shifter assembly arm.





STEP 8. Remove the transmission linkage rod by pulling it out of the stock shifter.



STEP 9. Remove the front bolt that attaches the shifter assembly arm to the transmission and set aside.

TOOL: 10mm Wrench



STEP 10. Remove the two (2) hex nuts that secure the rear mount of the shifter assembly to the floor and set aside.

TOOL: 10mm Deep Socket, Ratchet, Extension

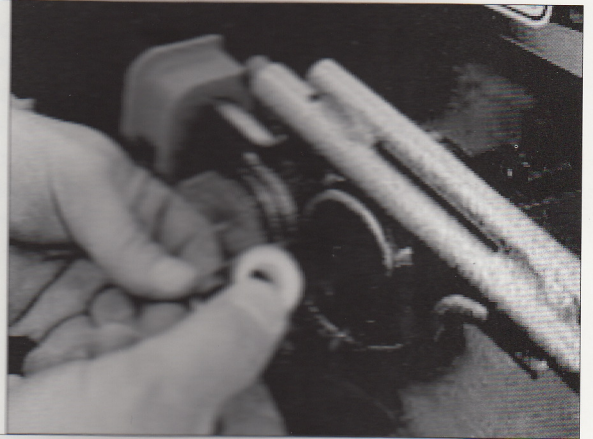


STEP 11. Remove metal bracket from the rear rubber mount and set aside.

NOTE: Some Mustangs may contain a clip on one or both of the studs making the bracket difficult to remove. Carefully remove the bracket by working it from side to side until it is removed. **DO NOT** force the bracket off the studs by pulling it down as these clips can damage the threads.

(The picture shows a bracket with only one (1) clip that has been moved out of the way instead of being removed.)

STEP 16. Insert the two (2) plastic bushings into the bottom of the HURST shifter.



STEP 17. From the inside of the vehicle, carefully insert the HURST shifter assembly through the console and into the opening in the floor tunnel. If you can push the tail end of the shifter assembly down into the tunnel from the inside, you should do so. If not, this can be done from underneath the vehicle.

NOTE: The ridges on the upper stick must face towards the passenger's side.



STEP 18. From underneath the vehicle, work the HURST shifter assembly forward so that the tail end can go through the tunnel opening. (Follow guidelines given in STEP 12). Then attach the front shifter arm to the transmission and insert the hex bolt removed in STEP 9 but do not tighten at this time.

TOOL: 10mm Wrench



STEP 19. Attach the metal bracket to the rear urethane mount on the HURST shifter assembly and align the holes in the bracket with the two (2) threaded studs on the vehicle. Replace the two (2) hex nuts removed in STEP 10 and tighten securely.

TOOL: 10mm Deep Socket, Ratchet, Extension

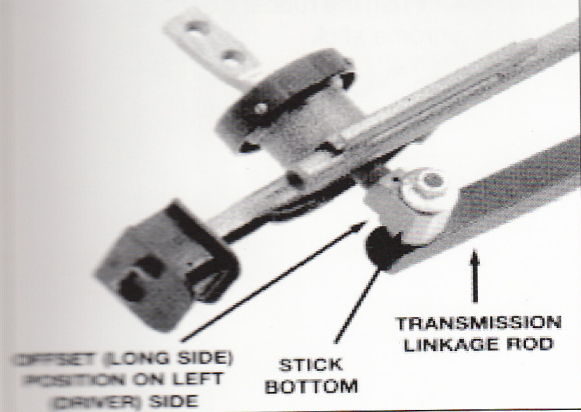
NOTE: Make sure the metal bracket "hugs" the urethane mount and sits in its groove. The urethane mount may need to be moved forward or back to align with the bracket and the studs. DO NOT over tighten the hex nuts. Excessive force can break the studs.



STEP 20. Tighten the hex bolt from STEP 18 that secures the shifter arm to the transmission. Insert the transmission linkage rod into the bushings at the bottom of the HURST shifter. Replace the nut removed in STEP 7 and tighten securely.

TOOL: 10mm Wrench, 13mm Wrench

NOTE: Offset (long side) of connector located on stick bottom must face towards the driver's side. If the serrations on the lower stick are facing the passenger side, then the connector is in the correct orientation.



STEP 21. Carefully lower vehicle. From inside the vehicle, attach the HURST upper stick to the lower stick with two (2) stick mounting washers and two (2) stick mounting screws and tighten.

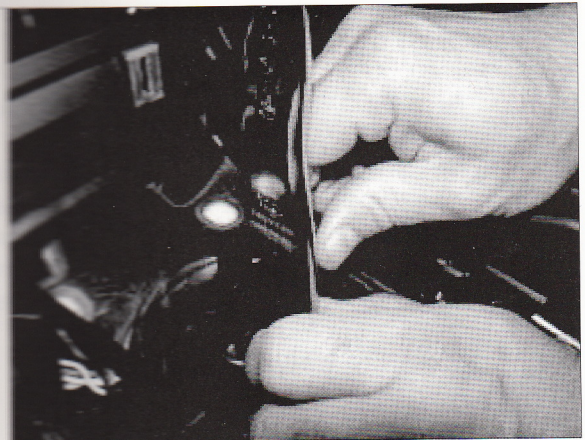
TOOL: 7/32 Hex Wrench (Allen Key)



STEP 22. OPTIONAL: ISOLATOR INSTALLATION

The provided neoprene isolators can be installed to help reduce some of the transmission noise that may be transmitted through the shifter stick. Install one or both of the isolators between the lower stick and the upper stick. Attach using two (2) washers and two (2) screws and tighten.

NOTE: The isolators may not eliminate ALL transmission noise or vibration and may reduce shift feel and overall strength of the system.



STEP 23. Reinstall the rubber boot that was removed in STEP 5. Push down the lower lip of the boot through the vehicle's tunnel to ensure a proper seal. With the boot in place, test shifter operation. Move shifter through all gears and make sure that it engages each gear fully and that the stick moves freely from side to side in the Neutral position. The knob may be temporary installed to aid in testing.



STEP 24. Push the rubber boot support onto the HURST chrome stick



STEP 25. Replace the shifter boot that was removed in STEP 2.

2005-2009: Slide the boot over the HURST chrome stick. Position the boot correctly and carefully press down around the outer edges until the retainer clips snap firmly into place. Work the boot into the groove of the rubber boot support. Skip to STEP 31.

2010: See STEP 26



STEP 26. 2010 MUSTANGS ONLY:

Remove the boot material from the plastic retainer.

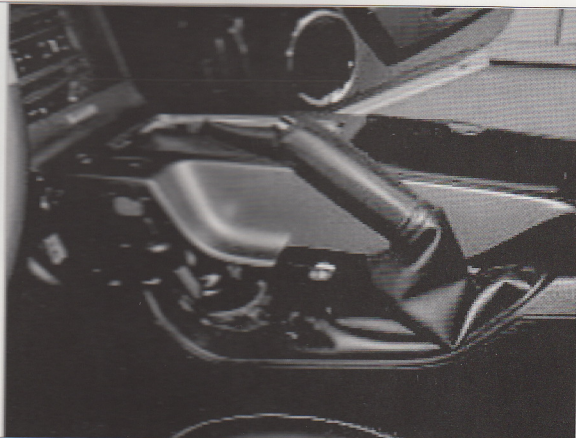
NOTE: The boot material is attached to the plastic retainer with a strong adhesive. Slowly pull on the boot to remove from retainer. Slight tearing of the boot may occur. Alternatively, you can use scissors or a blade to cut the boot free from the retainer.

TOOL: (Optional) Scissors or a blade.



STEP 27. 2010 MUSTANGS ONLY:

Place the upper center console loosely over the lower center console. Arrange the upper center console in a way that will give you some working room between both consoles. Slide the boot over the HURST chrome stick.



STEP 28. 2010 MUSTANGS ONLY:

Work the boot over the rubber boot support. Make sure the boot material is properly orientated and attach a zip tie around the boot material. Make sure zip tie is in the groove of the rubber boot support and tighten. Cut off excess zip tie material.

TOOL: Cutting pliers



STEP 29. 2010 MUSTANGS ONLY:

Reconnect the ESC/Hazard/Trunk Release harness that was disconnected in STEP 4.



STEP 30. 2010 MUSTANGS ONLY:

Replace upper center console to lower center console by snapping into place.



STEP 31. Attach Knob Nut onto the HURST stick and thread down as far as possible without forcing it.



STEP 32. Screw on the HURST knob all the way down until it contacts the knob nut, then back it off until the orientation of the shift pattern/logo is correct.

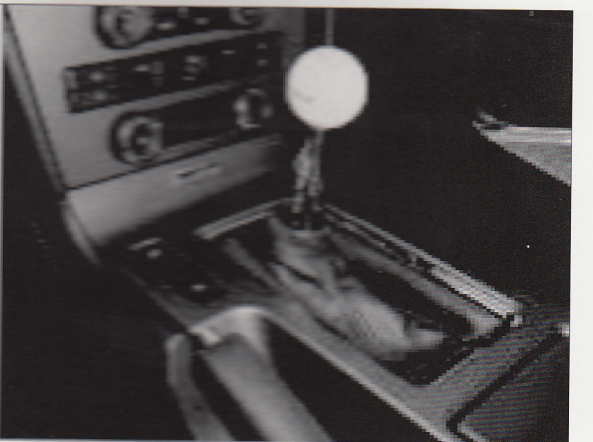


STEP 33. With one hand holding the knob in the correct orientation, use the other hand to tighten the knob nut up against the knob.

TOOL: 9/16" Wrench



STEP 34. Congratulations. You have now installed HURST's short throw shifter in your Mustang.



NOTE: The Hurst Billet Comp/Plus Shifter for the Ford Mustang has been designed to fit any of Hurst's sticks, knobs (with 3/8"-16 thread), and handles (with 3/8"-16 thread). Check out the Hurst website at www.hurst-shifters.com for various stick, knob, and handle options:

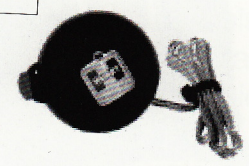
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#163 0069



#538 8575



#153 6030



#153 6130



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.

Hurst offers a wide variety of custom T-Handles and knobs that can be used with this shifter to allow the driver to tailor the vehicle to his/hers personal liking. See your local retailer of Hurst products for specific prices.

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

HURST PERFORMANCE
1500 OVERLAND COURT
WEST SACRAMENTO, CA 95691
PHONE (707)544-4761
Monday-Friday 7AM to 4PM PST

HURST ACCESSORIES



HURST LOGO CAP 74045G

Hot new head gear! Made with premium quality materials and construction. Black cap with red bill features a Velcro strap for easy adjustment.



HURST NOSTALGIA CAP 74108G

Relive the era of 1965 when the spectator stands at the U.S. Nationals in Indianapolis was a sea of yellow as everyone at the raceway was given one of these caps to promote Hurst Shifters. Made of premium quality materials and construction, this bright yellow cap features a black edge bill with large nostalgia Hurst logo and Velcro strap for easy adjustment.



Brushed Finish
3/8-16 Thread



153 4813

Polished Finish
3/8-16 Thread

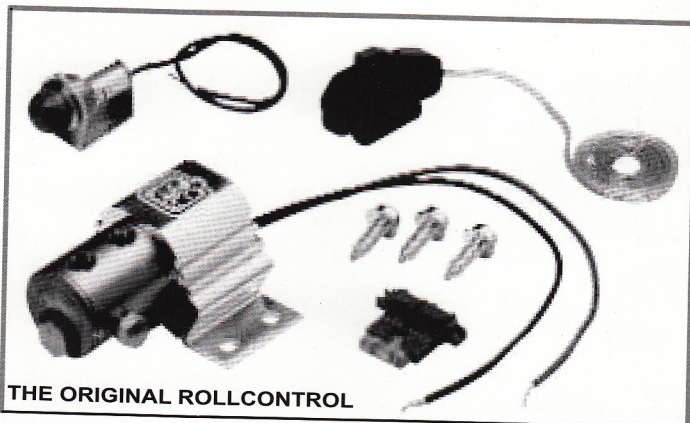


153 0026

Brushed Finish
w/12-Volt Switch
3/8-16 Thread



153 0003



THE ORIGINAL ROLLCONTROL

174 5000



HURST EQUIPPED EMBLEM 136 1000

Based on original HURST blueprints, this HURST EQUIPPED emblem is an authentic reproduction of the one used on the late '60's muscle cars equipped with a factory Hurst shifter. Made of durable ABS plastic with 3M adhesive tape backing for permanent mounting. Nominal size is 1-1/4" high by 5 - 1/4" long.