



HURST COMP PLATE KIT

2010 and up Mustang V6 & V8 (with automatic transmission)

Catalog #538 0420

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Thank you for purchasing the Hurst Comp Plate Kit for your Mustang (V6 or V8) with automatic transmission. This kit is constructed of a solid aircraft quality billet 6061-T6 aluminum plate for increased durability and improved appearance over the stock factory piece while adding a unique and finished look to your vehicle's interior.

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

WORK SAFELY! Perform this installation on a good clean level surface for maximum safety and with the engine turned "off". Ensure that the parking brake is set and that the vehicle will not move if accidentally started.

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

NOTE: Care should be taken when working around the interior trim pieces of the vehicle as they can be easily scratched and/or damaged if handled improperly.

PARTS

Plate



Emblem



TOOLS

Plastic
Trim Tool*



Ratchet
Drive



T-20
Torx Bit



* A plastic knife, wooden popsicle stick or any flat tool that will not scratch the vehicle interior plastic can also be used.

Disassembly

STEP 1. Make sure vehicle is on level ground with the parking brake on. Move the shifter to the PARK position and make sure the vehicle is "OFF".

NOTE: during the disassembly and assembly procedure it may be necessary to move the shifter handle to the neutral position for better access to the shifter components. Make sure to full depress the brake pedal before turning the ignition key to the appropriate position to allow shifter movement.



STEP 2. Carefully pry up the plastic chrome trim bezel around the shifter, then remove and set it aside.

TOOL: Plastic Trim Tool*



STEP 3. Pry the plastic chrome handle base down and away from the top of the shift handle while pushing the handle base down to separate it away from the leather.

TOOL: Plastic Trim Tool*



STEP 4. Unscrew the two(2) attachment screws on both sides of the shifter handle underneath the plastic chrome handle base.

TOOLS: T-20 Torx Bit & Ratchet Drive



STEP 5. Ensure that the shifter handle is loose by lifting but not completely removing, as the shifter handle will still have attaching over-drive wire leads.



STEP 6. Open the center console storage box and disconnect the center console trim/cup holder unit by sharply pulling upward and unsnapping it from the center console.



STEP 7. Disconnect the traction control/hazard light/rear trunk button wiring harness connection. Then set the center console trim/cup holder unit aside.

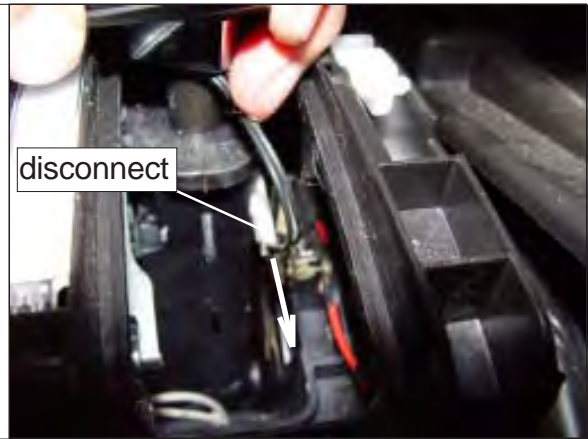
NOTE: The rear wiring for the rear accessories and cup holder lighting (if so equipped) does not have to be disconnected if the center console is just set to the side in one of the front seats and not fully removed from the vehicle.



STEP 8. Unsnap the shifter cover plate tabs (both sides) to release the plate from the shifter frame to disconnect the plate (do not fully remove plate from vehicle at this time).



STEP 9. Lift the shifter cover plate and disconnect the over-drive wiring connection by pulling the male half of the connector towards the rear of the vehicle.



STEP 10. Remove the shifter handle and plastic chrome shifter handle base.



STEP 11. Remove the shifter cover plate.



STEP 12. Push out the shift position indicator window from the shifter cover plate.



Assembly

STEP 13. Install the shift position indicator window from the previous step into the Hurst Comp Plate.

NOTE: The window may range from tight to extremely loose fitting into the plate. This is normal. Once the plate is installed properly the window will be sandwiched in place between the plate and the shifter frame.



STEP 14. Position the Hurst Comp Plate onto the shifter frame but DO NOT fully snap it into place.



STEP 15. Route the over-drive button wire and connector through the plastic chrome shifter handle base and hole in the shifter track slide. Then place the handle onto the shifter stick.



STEP 16. Lift the Hurst Comp Plate and shifter track slide to access the over-drive wiring connector. Then snap the male connector into the female connection.

NOTE: Ensure that the over-drive female connection stays attached to the side of the shifter stick.



STEP 17. Curl the back edge of the shifter slider track inward to give the piece a slight form by rolling the piece and squeezing the track.

NOTE: This step is necessary to avoid having the slider track bind against the plate or other centerconsole features while shifting through different gear positions.



STEP 18. Ensure that the front edge of the shifter slider track is properly fed under the front edge of the center console.



STEP 19. Replace the screws on both sides of the shifter handle.

TOOLS: T-20 Torx Bit & Ratchet Drive



STEP 20. Reach beneath the Hurst Comp Plate and pull the plastic chrome shift handle base upward to snap it into place up against the shift handle.



STEP 21. Push down the Hurst Comp Plate to snap it into place ensuring that the shift indicator window and plastic track slider are positioned properly.



STEP 22. Position the center console trim/cup holder unit over the shifter and center console and re-connect all of the disconnected wiring connections.



STEP 23. Align the center console trim/cup holder unit into the front positioning holes and snap the unit firmly into the center console.



STEP 24. Replace the plastic chrome trim bezel. Then, with the brake applied, make sure the shifter smoothly and fully moves to each gear position without catching or binding. Correct any problems prior to operating vehicle.



Cleaning and Care

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- The material of the Hurst plate in this kit is a high grade aircraft quality 6061-T6 aluminum finished with MIL-A-8625 TYPE II CLASS 2 BLACK anodize. This finish has been chosen because this type of finish has the most consistent black color and quality, fairly durable (although not as durable as TYPE III - hard anodize), scratch resistant, and should be easily cleaned with a soft brush or lint-free cloth. For deeper cleaning, Hurst recommends not to use any harsh cleaners or solvents except MIL-L-63460 or NATO S-758 specification CLPs (Clean, Lubricate, Preserve) applied with a soft brush (avoid applying CLP onto the surrounding plastic or spilling it down into the shift mechanism). A good quality CLP should bring back the original appearance of the black anodize unless deep scratches or other damage has been incurred. CLP's of this type are used in many firearm applications and can generally be found in most sporting good stores that sell firearms.



ALSO AVAILABLE TO COMPLEMENT THE HURST COMP PLATE KIT:

#538 0421 - HURST COMP HARDDRIVE STICK KIT (Polished Stick with Harddrive Knob)



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
9142 Independence Ave.
Chatsworth, CA 91311
Phone (818) 483-1366
Monday-Friday 7AM to 4PM PST