



## Installation Instructions

# Competition Plus Shifter Installation Kit

Fits: 1969 Camaro / Firebird with Muncie Transmission

Catalog #3737437

**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.

**ATTENTION:** Due to variations in the auto manufacturing tolerances, the transmission rods supplied with this kit may require slight bending to clear any 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 occurs. Double check the linkage before starting the engine or moving the car. Insert the Neutral alignment rod through the levers and the positions of the transmission shifting arms. 1-2 and 3-4 transmission control arm must be at the neutral positions of their travel. The Reverse gear control arm must be at the Forward end of its travel (Disengaged).

1. Disconnect and remove the stock linkage at the transmission and shifter. Remove the escutcheon from the console (by removing the four screws that fasten it). Remove the boot that is fastened to the floor tunnel.
2. Remove the bolts that secure the transmission to the crossmember. Move the transmission toward the right to gain clearance from the floor. Remove the bolts that fasten the stock shifter to the mounting plate. (Be careful to avoid losing the special nut that secures the 3/8" diameter mounting bolt behind the mounting plate.) Remove the stock shifter.
3. Remove the stick from the HURST shifter. Align the levers of the shifter at their neutral positions. Insert the neutral alignment rod through the holes in the levers. Install the shifter on the stock mounting plate using the stock mounting bolts to fasten it. Install the stick onto the shifter from above (inside car). Take care to align the serrations before tightening the bolts that fasten the stick.
4. Assemble rods to their respective arms using nylon bushings and spring clips. Refer to exploded Assembly View for proper parts combinations. Assemble rod-adjusting buttons with threaded ends of rods.
5. Install arm/rod assemblies to their respective transmission shafts. Fasten arm on shafts with stock hardware. Rotate each arm through its full travel to locate the NEUTRAL position. NEUTRAL is the MID-POSITION of travel for 1st-2nd and 3rd-4<sup>th</sup> shafts and ALLTHE WAY FORWARD from the reverse shaft.

6. Adjust the button on each rod so that the point of the button will fit the hole in the bushing in the corresponding lever. TRANSMISSION ARMS MUST REMAIN AT THEIR NEUTRAL POSITIONS WHILE BUTTONS ARE ADJUSTED TO FIT FREELY INTO BUSHING HOLES. Fasten the buttons with spring clips.

7. Remove neutral alignment rod. Test the 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 the reverse lever. Install the backdrive rod in the hole at the lower end of the reverse lever. Fasten with spring clip.

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 shift will prove alignment of the 1-2 rod adjustment.

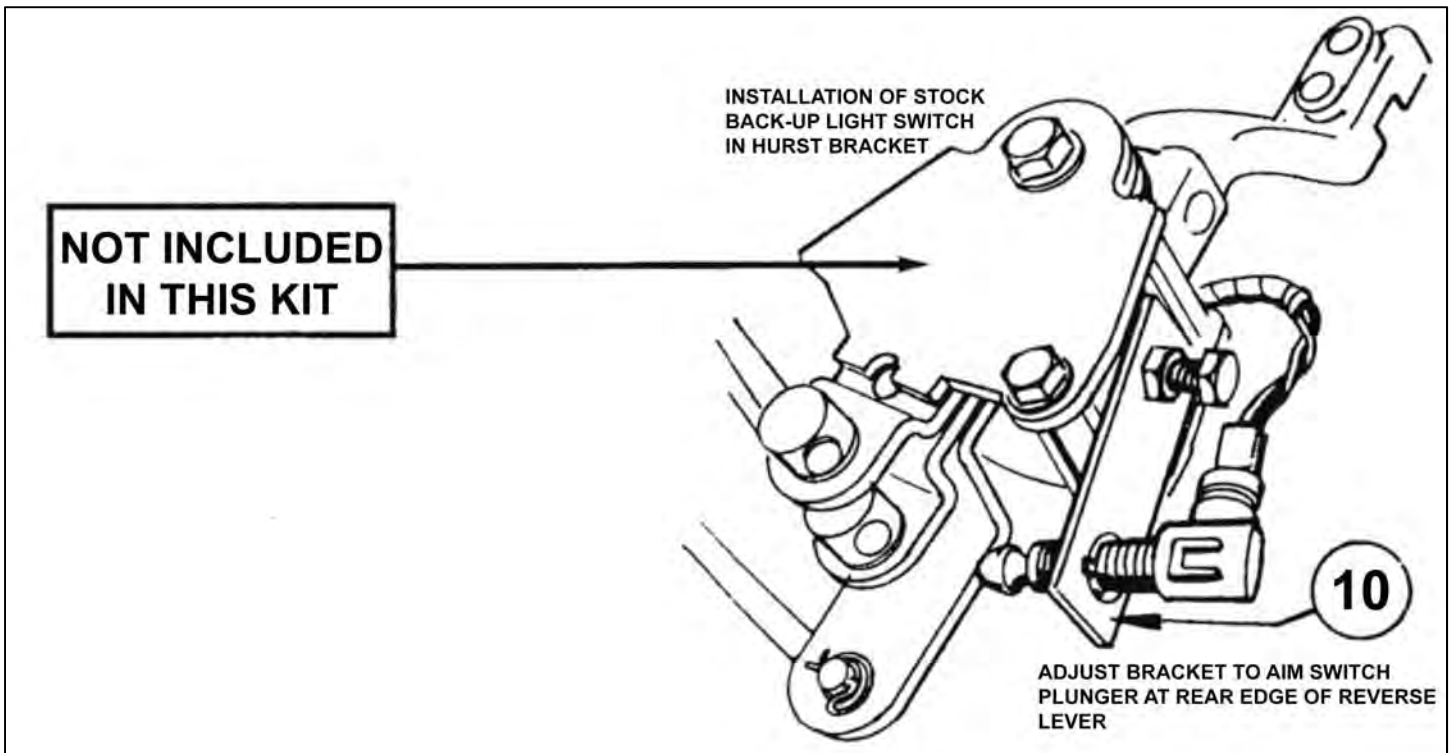
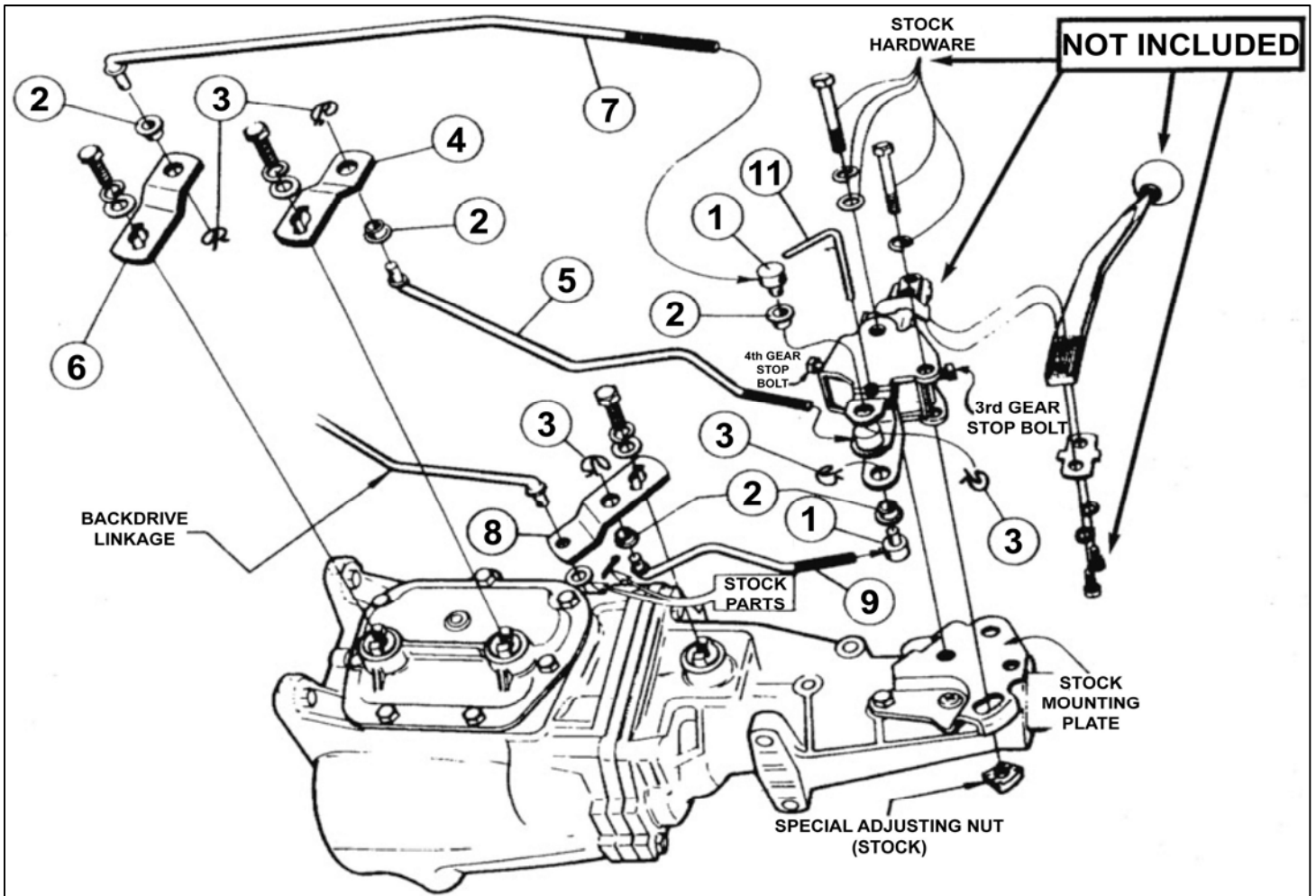
To check the reverse rod button adjustment, place the stick at neutral. Disconnect the reverse rod adjusting button from reverse lever. Grasp the rod and push all the way toward the front of the car. Adjust the rod button for an easy slip-in fit in bushing. Re-assemble and fasten with spring clip.

8. Remove the 3rd gear stop bolt and jam nut. Install the back-up light switch bracket under the jam nut on this bolt. Adjust both stop bolts. Back both bolts out of the shifter frame until only a few threads remain engaged. Push the stick firmly into 3rd gear and hold stick. Screw 3rd gear stop bolt in until contact is felt. Back bolt out one turn and tighten jam nut. Pull stick firmly back into 4th gear. Screw 4th gear stop bolt in until contact is felt. Then back stop bolt out one turn and tighten jam nut.

9. Push the stock GM back-up light switch assembly into the hole at the lower end of the HURST back-up light switch bracket. Push switch as far as it will go into the bracket. Adjust the bracket by loosening the jam nut just enough to allow the bracket to turn. Aim the switch plunger at the REVERSE lever. This switch is self-adjusting and will position its travel depth automatically. Tighten the jam nut.

## CONTENTS OF KIT

1. ROD ADJUSTING BUTTON	Pt. 1193783 (3)
2. NYLON BUSHING	Pt. 1181681 (6)
3. SPRING CLIP	Pt. 97000015 (6)
4. ARM 1-2	Pt. 1057129
5. ROD 1-2	Pt. 2135307
6. ARM 3-4	Pt. 1057130
7. ROD 3-4	Pt. 2132145
8. ARM REVERSE	Pt. 1057128
9. ROD REVERSE	Pt. 2133691
10. BACK-UP LIGHT SWITCH BRACKET	Pt. 1481725
11. NEUTRAL ALIGNMENT ROD	Pt. 1481725
BAGGED HARDWARE	Pt.1546821



**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**

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