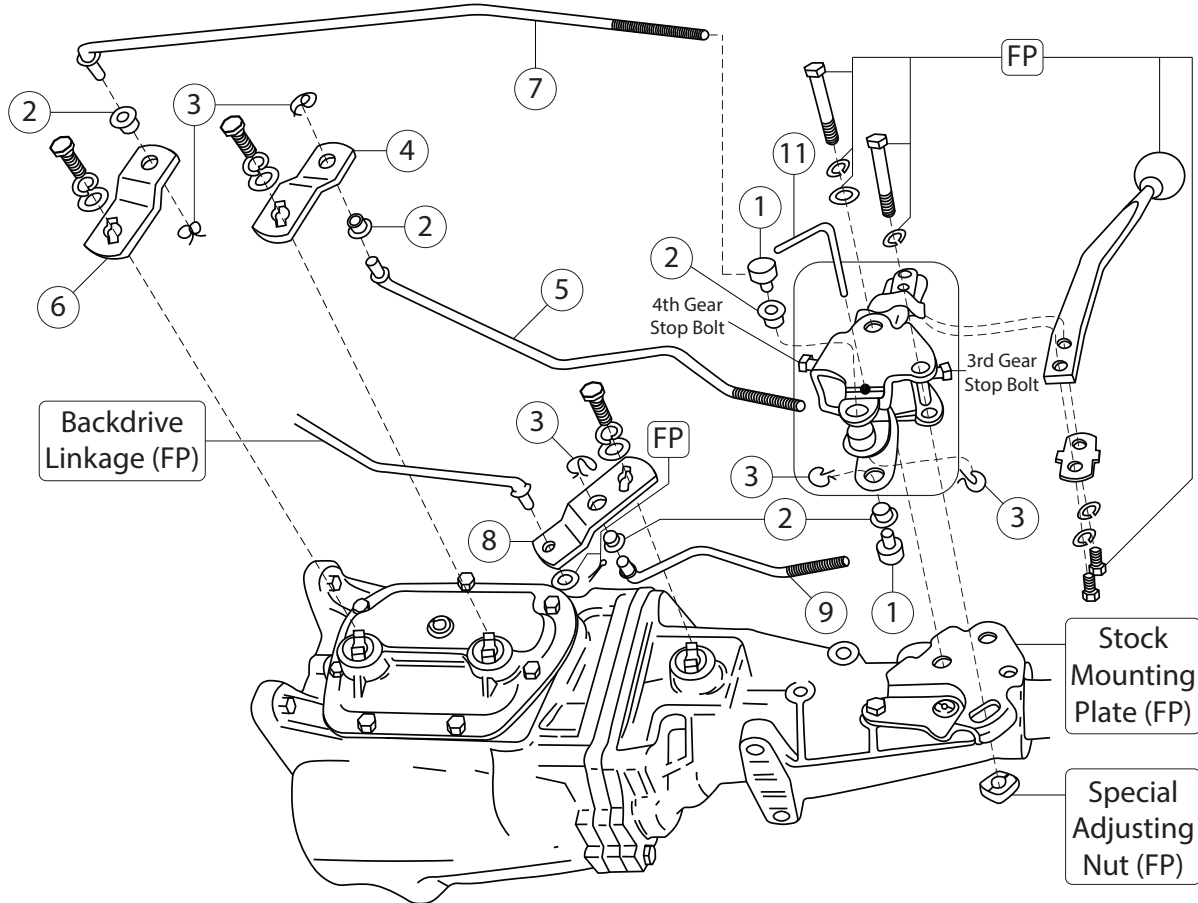


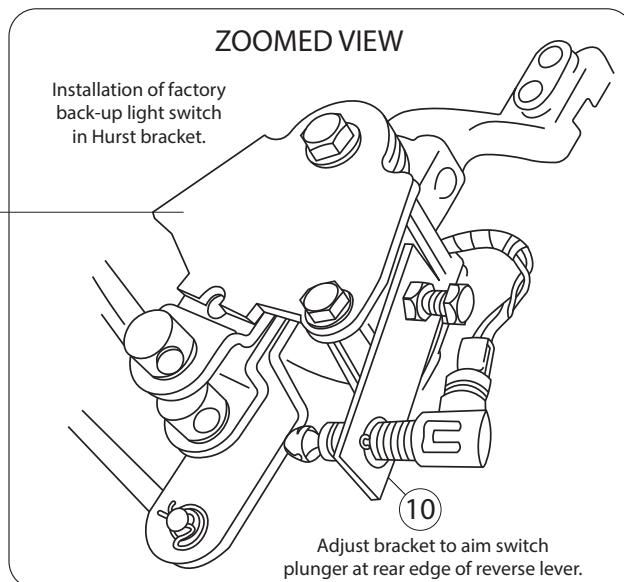


Installation Instructions  
**3737437**  
 1969 CHEVROLET CAMARO &  
 PONTIAC FIREBIRD  
 1969+ MUNCIE M-20, M-21 & M-22  
 TRANSMISSIONS  
 (Shift arms attach to forks with bolts)



FP=Factory Parts

NOT INCLUDED  
IN THIS KIT



## OVERVIEW:

ITM #	PART #	DESCRIPTION	QTY.
1	1193783	Rod Adjusting Button	3
2	1181681	Nylon Bushing	7
3	97000015	Spring Clip	7
4	1057129	Arm (1-2)	1
5	2135307	Rod (1-2)	1
6	1057130	Arm (3-4)	1
7	2132145	Rod (3-4)	1
8	1057128	Arm (Reverse)	1
9	2133691	Rod (Reverse)	1
10	1176889	Back-Up Light Switch Bracket	1
11	1481725	Neutral Alignment Rod	1
N/A	1540162	Hardware Package	1

1. Please take a moment to read and understand these instructions before installing your purchased performance kit.

**NOTE:** Please inventory all parts before starting the installation process and call our tech line to report any missing parts. This will help avoid potentially stranding your vehicle until any missing replacement parts arrive.

### WARNING:

For maximum safety, perform this installation on a clean, level surface with engine turned off.

### CAUTION:

To avoid bodily injury or vehicle damage, chock wheels and do not attempt installation until you are confident your vehicle will not move.

Due to variations in auto manufacturing tolerances, transmission rods supplied with this kit may require slight bending to clear any obstructions, etc. Protect threads while bending. **BEND RODS COLD! DO NOT APPLY HEAT!**

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).

## COMPETITION/PLUS INSTALLATION:

2. Disconnect and remove stock linkage at transmission and shifter. Remove escutcheon from console and (x4) screws that fasten it. Remove boot that is fastened to floor tunnel.
3. Remove bolts securing transmission to crossmember. Move transmission towards right to gain clearance from floor. Remove bolts that fasten stock shifter to mounting plate. (Be careful to NOT lose special nut securing  $\frac{3}{8}$ " diameter mounting bolt behind mounting plate.) Remove stock shifter.
4. Remove stick from HURST shifter. Align levers of shifter at their neutral positions. Insert neutral alignment rod through holes in levers. Install shifter on stock mounting plate using stock mounting bolts to fasten it. Install stick onto shifter from above (inside car). Take care to align serrations before tightening bolts that fasten stick.
5. Assemble rods to their respective arms using nylon bushings and spring clips. Refer to diagram for proper parts combinations. Assemble rod-adjusting buttons with threaded ends of rods.
6. 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 NEUTRAL position. NEUTRAL is MID-POSITION of travel for 1st-2nd and 3rd-4th shafts and FULLY FORWARD from reverse shaft.
7. Adjust button on each rod so that point of button will fit hole in bushing of corresponding lever.  
**TRANSMISSION ARMS MUST REMAIN AT THEIR NEUTRAL POSITIONS WHILE BUTTONS ARE ADJUSTED TO FIT FREELY INTO BUSHING HOLES.** Fasten buttons with spring clips.
8. 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 operator should engage reverse lever. Install backdrive rod in hole at lower end of reverse lever. Fasten with spring clip.

If stick CANNOT be moved freely between 1-2 to 3-4 or reverse path, one or more of 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, 3-4 rod button is incorrectly adjusted. Similar testing of 1-2 shift will prove alignment of 1-2 rod adjustment.

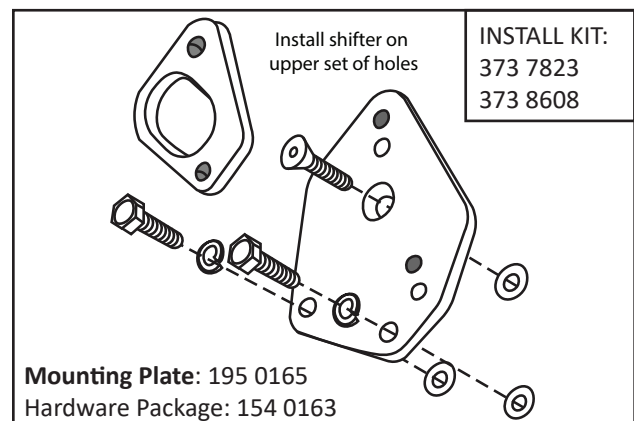
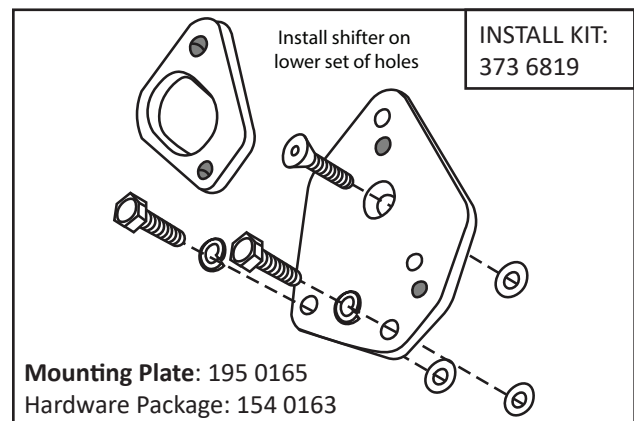
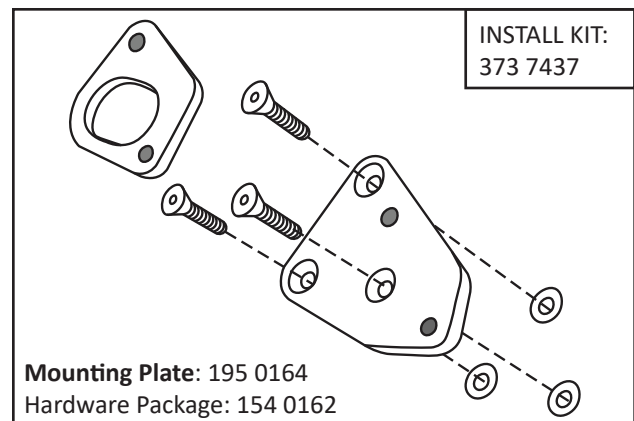
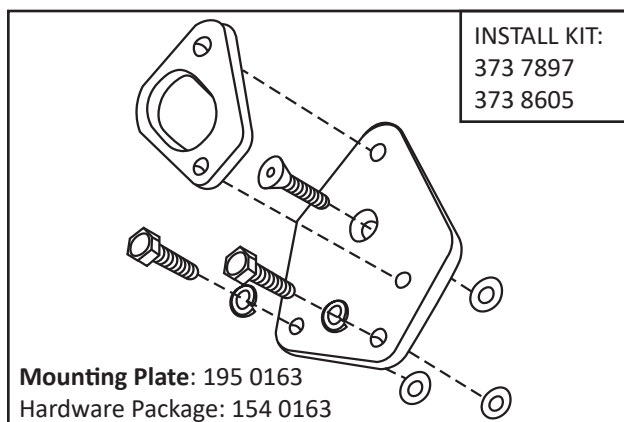
To check reverse rod button adjustment, place stick in neutral. Disconnect reverse rod adjusting button from reverse lever. Grasp rod and push fully toward front of car. Adjust rod button for an easy slip-in fit in bushing. Re-assemble and fasten with spring clip.

9. Remove 3rd gear stop bolt and jam nut. Install back-up light switch bracket under jam nut on this bolt. Adjust both stop bolts. Back both bolts out of shifter frame until only a few threads remain engaged. Push 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.
10. Push stock GM back-up light switch assembly into hole at lower end of HURST back-up light switch bracket. Push switch as far as it will go into bracket. Adjust bracket by loosening jam nut just enough to allow bracket to turn. Aim switch plunger at REVERSE lever. This switch is self-adjusting and will position its travel depth automatically. Tighten jam nut.

## MOUNTING PLATE INSTALLATION:

If your transmission doesn't have a stock GM mounting plate, use mounting plate in kit.

**NOTE:** Spacer plate (PT-195 4319) supplied with these mounting plates must be installed between shifter and mounting plate.



Congratulations, the installation of your **HURST Competition/Plus Installation Kit** is now complete!

