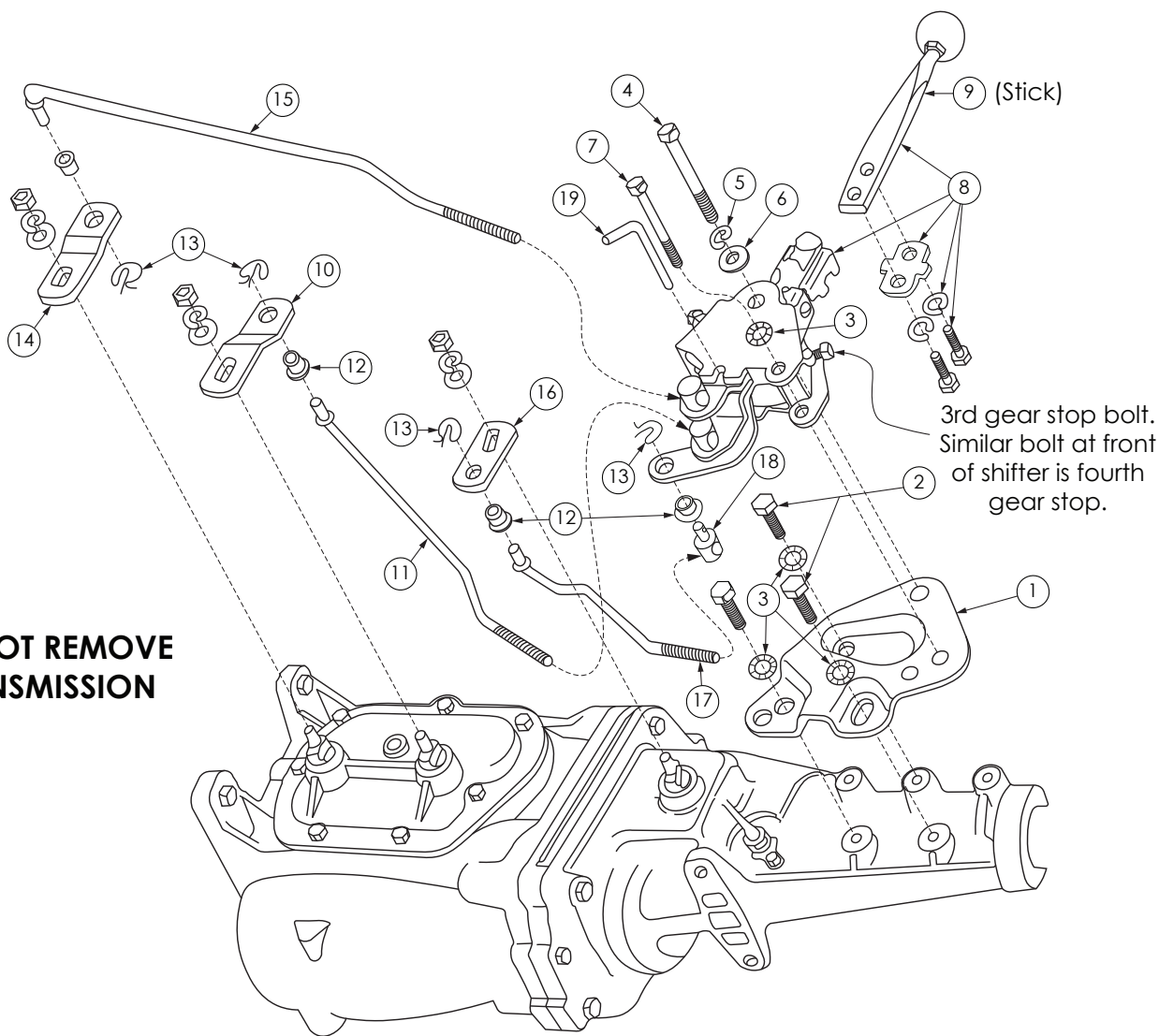




Installation Instructions
3733162
COMPETITION/PLUS® INSTALLATION
KIT FOR:
1962-67 CORVETTE WITH MUNCIE
M-20/M-21 TRANSMISSION



ITM #	PART #	DESCRIPTION	QTY.
1	1958008	Mounting Plate	1
N/A	1544097	Hardware Package includes:	1
2	96000540	$\frac{3}{8}$ "-16 x $\frac{3}{4}$ " Bolt	3
3	2673533	$\frac{3}{8}$ " Tooth Lock Washer	4
4	2153423	$\frac{7}{16}$ "-20 x 3 Bolt	1
5	97000404	$\frac{7}{16}$ " Split Lock Washer	1
6	96000561	$\frac{7}{16}$ " Flat Washer	1
7	2153459	$\frac{3}{8}$ "-24 x 2 $\frac{3}{4}$ " Bolt	1
8	3917960	Shifter Assembly	1
9	2387238	Stick	1

ITM #	PART #	DESCRIPTION	QTY.
10	105 2440	Arm (1st/2nd)	1
11	213 2144	Rod (1st/2nd)	1
12	1181681	Nylon Bushing	6
13	97000015	Spring Clip	6
14	105 2441	Arm (3rd/4th)	1
15	213 2145	Rod (3rd/4th)	1
16	105 2445	Arm Reverse	1
17	213 2439	Rod Reverse	1
18	1193783	Rod Adjusting Button	3
19	1481725	Neutral Alignment Gage Rod	1

OVERVIEW:

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

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 should occur. Double check the linkage before starting the engine or moving the car. Insert neutral alignment rod (1725) through levers and check positions of transmission shifting arms. 1-2 and 3-4 transmission control arms must be at neutral positions of their travel. Reverse gear control arm must be at forward end of its travel (disengaged).

You may also wish to purchase the **HURST Back-up Light Switch and Bracket (248 0003)** from the website to accompany this kit.

NOTES:

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

INSTALLATION:

2. Remove (x2) bolts fastening transmission extension housing to crossmember at rear support. Transmission can be moved to right side to gain clearance for installation of mounting plate and shifter.
3. Install **mounting plate (1)** to tailshaft then tighten all bolts securely.

4. Install shifter onto mounting plate then tighten mounting bolts. Return transmission to normal position. Replace crossmember mounting bolts and tighten them.
5. Insert (x4) **nylon bushings (12)** into **arms (10, 14, 16)**. Assemble hooked ends of **rods (11, 15, 17)** into arms and secure with (x4) **spring clips (13)**. Check assembly view for proper combination of parts.
6. Thread (x3) **rod adjusting buttons (18)** onto rods. Spin buttons onto middle of thread length.
7. Install arm-rod-button assemblies onto transmission shafts. Refer to diagram for proper part combinations. Fasten arms onto shafts with factory flat washers, lock washers, and nuts.
8. Insert nylon bushings into holes in levers – refer to assembly view. Align levers with shifter frame and insert neutral alignment rod through notches in frame and holes in levers.
9. Rotate transmission arm backward and forward. The neutral position for each arm can be felt at mid-position of full travel. Reverse arm must be moved to the ends of its travel towards front (disengaged position).
10. Adjust positions of the buttons on each rod to permit easy slip-in fit of button into nylon bushing in proper lever. TRANSMISSION ARMS MUST REMAIN IN NEUTRAL POSITION WHILE ALIGNMENT IS ACOMPLISHED. Fasten buttons in levers with spring clips.

11. 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 the operator should engage the reverse lever. If shifter functions properly, proceed to step 11.
12. If the stick CANNOT be moved freely between 1st-2nd to the 3rd-4th or reverse path, one or more of the 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, the 3rd-4th rod button is incorrectly adjusted. Similar testing of 1st-2nd shift will prove alignment of 1st-2nd rod adjustment.
13. Disconnect reverse rod adjusting button from reverse lever. Grasp rod and push toward front of car. (Reverse arm is disengaged when at end of forward travel.) Adjust rod button until there is no drag or bind. Once satisfied, re-assemble and fasten with spring clip.
14. Adjust shifter stop bolts. Back both bolts out of shifter frame until only a few threads remain engaged. Push stick firmly into 3rd gear and hold. Screw 3rd gear stop bolt in until contact is felt. Back bolt out one turn and tighten locknut. Pull stick firmly back into 4th gear, screw 4th gear stop bolt in until contact is made, then back stop bolt out one turn and tighten locknut.

NOTE: There is a hole in reverse arm to actuate rod of a GM back-up light switch. If your transmission is equipped with this switch, hook switch rod in this hole.

Congratulations, the installation of your HURST Competition/Plus installation kit is now complete!

