



Installation Instructions
HURST BLACKJACK SHIFTER
1968 Camaro
Tremec T56 Magnum Transmission
Catalog# 3913004

WORK SAFELY! It is recommended that the installation be performed prior to installing the transmission in the vehicle. If you are installing in a transmission already in the vehicle, for maximum safety, perform 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.

CLEANLINESS! It is critical to perform this work in clean environment to ensure that dirt, dust or other contaminants don't get introduced into the transmission case.

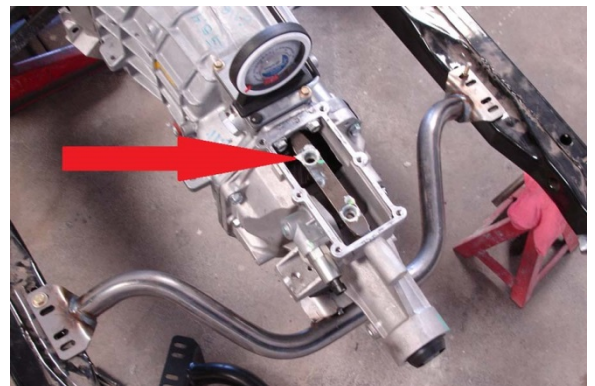
Remove the Six bolts securing the original Tremec shifter assembly to the transmission case and remove the shifter. A few light taps with a plastic mallet may help break the seal.



Remove the rubber boot from the original Tremec shifter



The shifter "body" will be in the in the forward position on the rear T56 shifter cavity. Make sure the pivot ball is positioned into the rear socket and that the white plastic bushing is still in place.

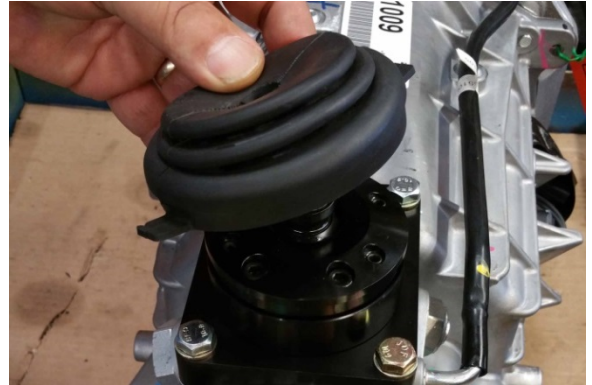


When you are sure your shifter is correctly positioned, apply a new bead of RTV sealer to the lip of the shifter cavity and mount the shifter by re-using the six, 5/16" bolts. Torque the bolts to 20 ft/lbs.

Note: this is a representative image; you should be installing the Blackjack shifter at this point.



Install the rubber boot onto the Blackjack shifter. Confirm that the rubber boot does not interfere with shifter movement and that the shifter lever movement is not restricted or binding at full travel positions. Failing to do so could result in the shifter popping out of gear and damaging the transmission.



Position the offset stub onto the shifter and make sure that it is offset towards the driver's side as seen in the photo. Secure the offset stick with the provided 3/8"-24 Button Head bolt and washer and torque to 35 ft/lbs.

Note: this is a representative image; There are various offset sticks, however they should all be installed with the offset configuration shown.



Attach the Chrome Hurst shift handle to the lower stub stick using the supplied hardware. Reinstall the shift boot and factory console. If you are using a properly designed crossmember and your car is in good condition (no floor sag, stock height sub-frame mounts that are not worn, and properly aligned sub-frame), there will be no modifications required to your floorboard or console when using this shifter.



Install the shift knob onto the stick. Align the logo on the shift knob accordingly and tighten the jam nut up against the knob. A few drops of Loctite will help prevent the knob from loosening.

CAUTION! Over tightening the knob down onto the stick will eventually cause the knob to crack.
ALLOW LOCTITE TO DRY.

Before operating the vehicle, test the shifter through all gears making sure that each gear, including reverse, can be engaged fully and smoothly without rough movement or binding. Also, ensure that the shifter fully and smoothly self-centers in the neutral position and does not hang in the reverse, 1st-2nd gear, or reverse gear plane. Correct any problems before operating the vehicle. Start the vehicle and carefully test engaging first gear and the reverse gear. Ensure that the reverse lights illuminate when the reverse gear is selected.

WARNING! Failure to easily distinguish between first and the reverse gear can result in damage, injury, and/or death.

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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