

Corvette Installation

For most applications, the Street Five Speed may be easily installed with little or no chassis modification. However, due to the limited space in the transmission tunnel area of 1963-80 Corvettes, special installation procedures are necessary, and the transmission mount must be reworked. These modifications are neither especially difficult nor overly time consuming.

Before lifting the car, remove the shift knob, reverse lock out, inner and outer boot. Using a hoist or jack and axle stands, raise the car to allow working space. Then place the jack under the engine at the oil pan.

NOTE: Use a block of wood to protect the pan.

REMOVAL:

1. Remove emergency brake pulley.
2. Remove driveshaft and speedometer cable with the gear holder and bracket.
3. Put slight tension on the engine with the jack, then remove the rear mount bracket and rubber support, shifter assembly, shifter support tower, and the exhaust pipe support bracket.
4. Remove stock 4-speed transmission in the conventional manner.

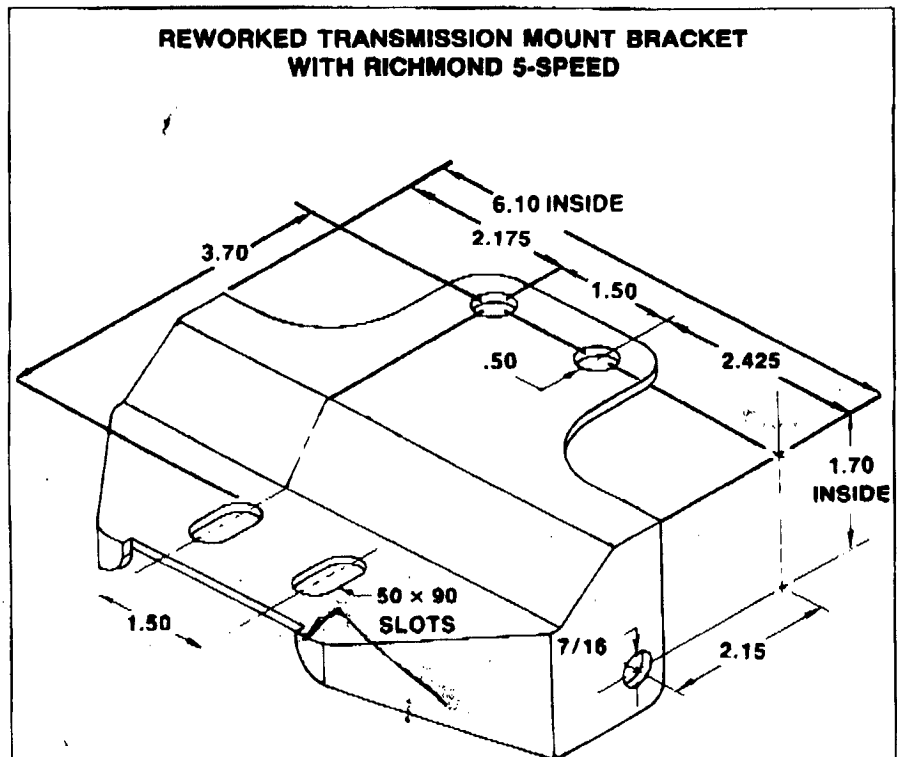
Before installing the Richmond 5-Speed, we suggest you pre-install the new Hurst shifter and make all adjustments to the rods, etc., on the bench. Then remove the shifter intact, leaving the arms on the transmission. You must remove the tailhousing from the 5-Speed (4 bolts) in order to install it in most late model Corvettes. Clean the RTV sealant off the transmission and tailhousing.

INSTALL:

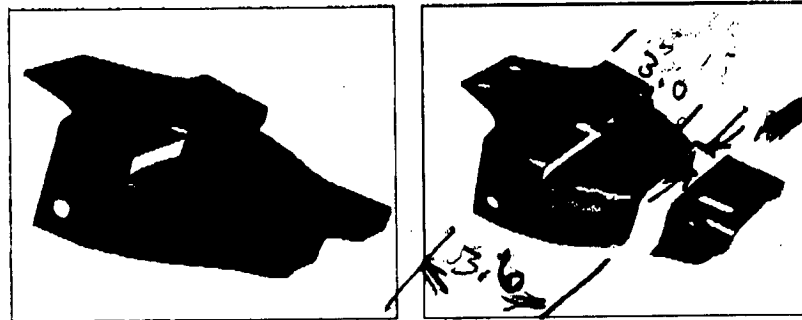
1. Place 5-Speed transmission (without tailhousing) as high and far to the rear over the crossmember as possible (shift levers down). Move forward into the bellhousing and fasten with four new bolts provided.
2. Apply RTV to the rear of the transmission (lightly), then pass the tailhousing over the rear of the crossmember (shifter plate must be off). Now you will see why the brake pulley was removed. Very...Very tight fit, but it does go through. Tighten the tailhousing.
3. Re-install shifter plate, and Hurst 5-Speed shifter, checking all of the previous adjustments. (See Note.)
4. Install *reworked* stock rear support or new Richmond support, using the stock rubber mount. Do not re-install the stock shift tower bracket or the exhaust support. Lower engine and tighten rear mount.

5. Install stock speedometer gear holder and bracket, then connect the cable.
6. Install driveshaft and emergency brake cable pulley.
7. Fill 5-Speed transmission with 2 quarts of high quality gear lubricant.
8. Recheck all of the above work, then lower the car.
9. Install the inner boot and shift the transmission. Check for any interference between the front of the shift lever and the relays, etc., that are in the console.
10. Install the outer boot and shift knob, then test drive. You are in for a very pleasant surprise.

NOTE: Installing the shifter assembly is much easier if the two bolts are in the shifter when it is placed up into the opening. Then jack the engine and transmission high enough to allow the upper bolt to be tightened from the top, inside the console.

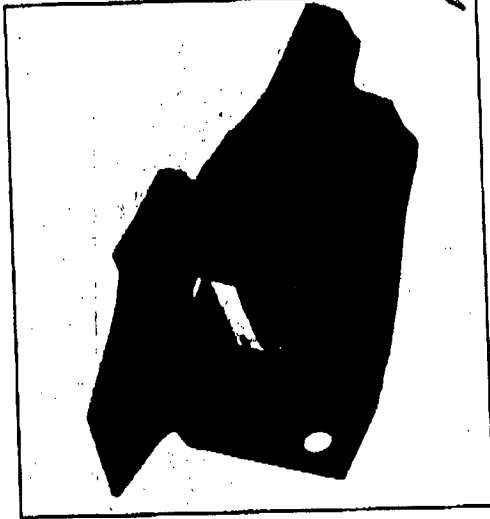


68-80 CORVETTE





68-80 CORVETTE



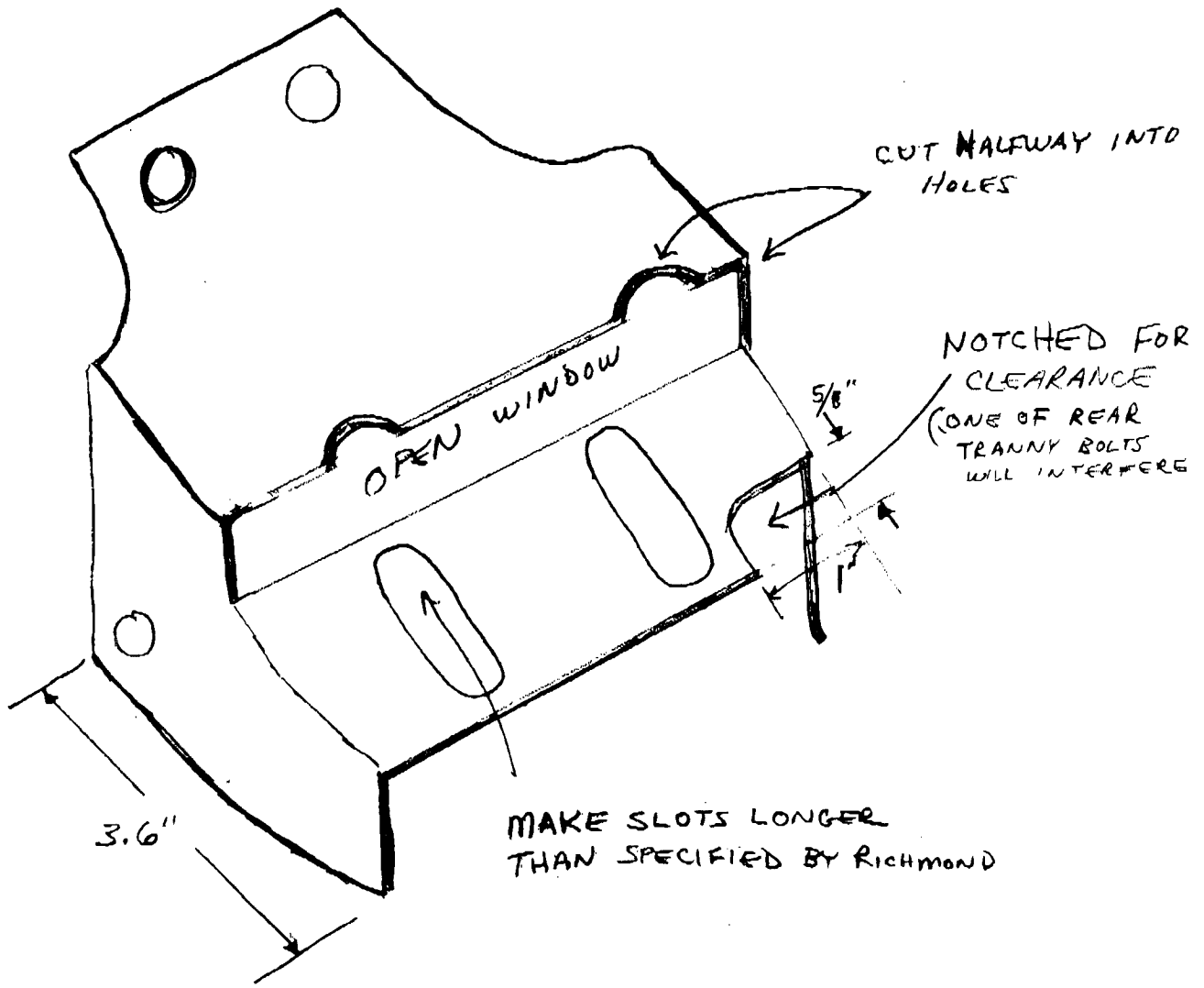
7

Place 5-Speed transmission (without tailhousing) as high and far to the rear over the crossmember as possible (shift levers down). Move forward into the bellhousing and fasten with four new bolts provided.

Apply RTV to the rear of the transmission (lightly), then pass the tailhousing over the rear of the crossmember (shifter plate must be off). Now you will see why the brake pulley was removed. Very...Very tight fit, but it does go through. Tighten the tailhousing.

Re-install shifter plate, and Hurst 5-Speed shifter, checking all of the previous adjustments. (See Note.)

Install reworked stock rear support or new Richmond support, using the stock rubber mount. Do not re-install the stock shift tower bracket or the exhaust support. Lower engine and tighten rear mount.



CUT HALFWAY INTO HOLES

OPEN WINDOW

NOTCHED FOR CLEARANCE
(ONE OF REAR TRANNY BOLTS WILL INTERFERE)

3.6"

MAKE SLOTS LONGER THAN SPECIFIED BY RICHMOND

5/8"