



Installation Instructions

Short Throw Shifter for 1993-2000

Camaro and Firebird with T-56 Transmission

Part No. 45052

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This **B&M Short Throw Shifter** is designed for use on most 1993 to 2000 Chevrolet Camaros and Pontiac Firebirds V8s with the Borg Warner (Tremec) T-56 six speed transmission. The shifter gives shorter throws than stock and uses the stock GM knob, or any replacement knob with a M16-1.50 thread. This shifter will not fit the after market version of the T-56.

INSTALLATION

Step 1. Unscrew the knob from the stock shifter. Remove the boot and trim plate from the console. It snaps out. Remove the plastic or leather handle portion of the parking brake lever. It is held on by a single set screw or a roll pin. Pull the parking brake all the way on. Remove the screws that secure the console to the floor and instrument panel. It is held on by two screws in the bottom of the glove box, two screws at the front by the instrument panel and two screws in the center of the console. Unplug the wiring to the cigarette lighter and the glove box light. The console can be lifted up at the rear to get enough room to remove the shifter and its rubber boot. Remove the rubber boot that is attached to the floor pan. Save the screws for reinstalling this boot. The rubber of the boot may be stuck tight to the floor pan. If it is, gently pry it away from the floor pan before trying to remove the whole part from the vehicle.

Step 2. Remove the four screws that secure the stock shifter to the top of the transmission. You will have to work the shifter loose, because of the factory RTV sealer.

Step 3. When removing the shifter make sure the plastic bushing that re-

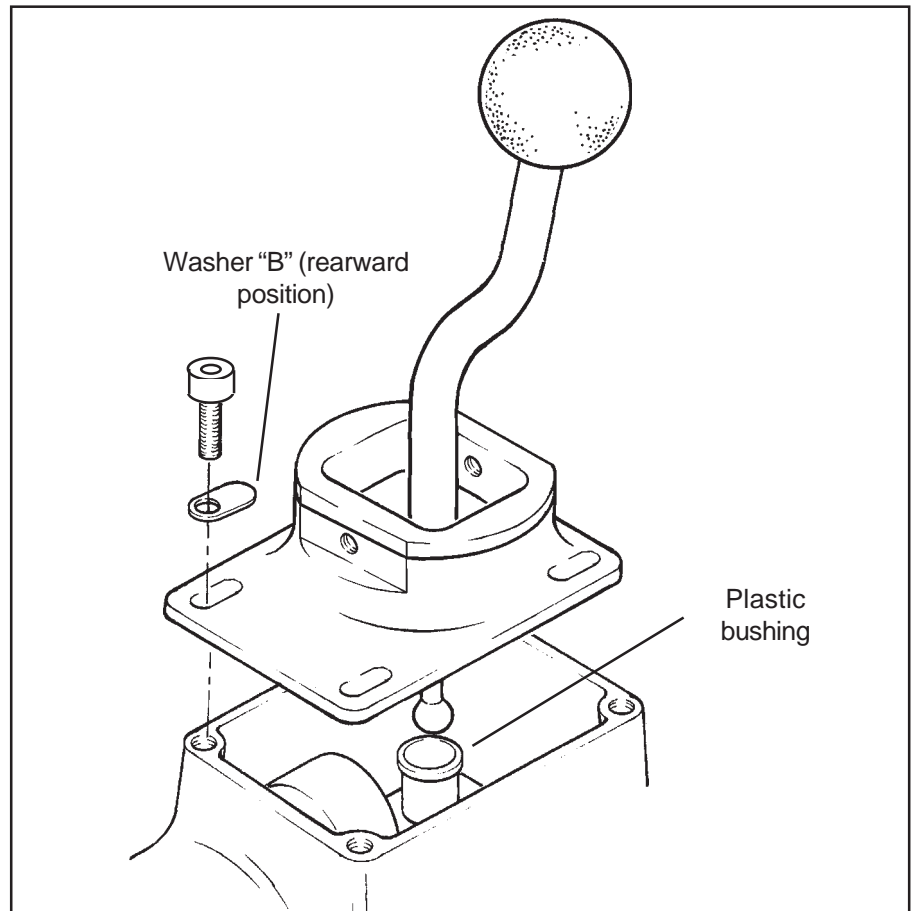


Figure 1

ceives the ball end of the shifter stays in the transmission. If it comes out, grease the bushing and place it back into the transmission. (See **Figure 1**.)

Step 4. Remove all traces of the original sealer from the shifter mounting surface. Put new RTV sealer on the top surface of the transmission and install the **B&M Short Throw Shifter**. Use the four supplied M8-1.25 x 25 mm hex head

screws and flat oval washers to secure the shifter to the transmission. (Do not use the stock screws). The "A" washers have an alignment dot that when installed, points towards the rear of the vehicle, (this is the stock position for the shifter). If you wish to modify the position of the shifter, you can install the "B" adjustment washers with the hole towards the rear to bias the shifter towards the

front. By installing the "B" washers with the hole towards the front, you can give a slight rearward bias to the shifter. Tighten the screws to 12-15 lb-ft. (See **Figure 2**.)

Step 5. Check the operation of the shifter. Install the new lower boot supplied with the **B&M Short Throw Shifter**. First put the retaining ring around the bottom of the shifter, below the stop screw holes. Then install the boot over the shifter. Squeeze the retaining ring with your fingers and put it around the lower part of the boot. (See **Figure 3**.) This lower boot must be used to keep dirt and water out of the shifter mechanism.

Step 6. Replace the stock rubber boot that attaches to the floor pan. Replace the original screws and secure the boot to the floor. Replace the console. Install the original screws and tighten. Replace the plastic handle on the parking brake and secure. Replace the original interior boot and trim plate. Replace the stock shifter knob or use a replacement knob with a M16-1.50 thread.

STOP SCREWS

After extensive testing with various race teams, as well as continuing development with the original transmission Engineering group, B&M Racing and Performance Products has determined that the "shift stop" feature is redundant on the T-Series of Borg-Warner (Tremec) transmissions. Because of this, B&M is phasing out the use of shift stops. If you feel that your style of driving requires the use of shift stops, install the supplied threaded stops and nuts and **adjust exactly as described or internal transmission damage could occur!**

Adjusting the stop screws. Pull the shifter back into fourth gear. Turn the stop screw in with your fingers until it contacts the lower shifter stick. Turn the stop screw out 1/2 of a turn. Hold the stop screw with a 7/32" Allen key and tighten the jam nut securely with an 11/16" box or open end wrench. Push the shifter firmly into third gear and repeat the process with the front stop screw and lock it in place with the jam nut. (See **Figure 4**.)

Parts List

- 1 B&M Short Throw Shifter
- 1 Shifter Boot and Ring
- 4 M8-1.25 x 25mm Allen Bolts
- 8 Offset Washers
- 2 Stop Screws and Nuts
- 1 Instruction Sheet

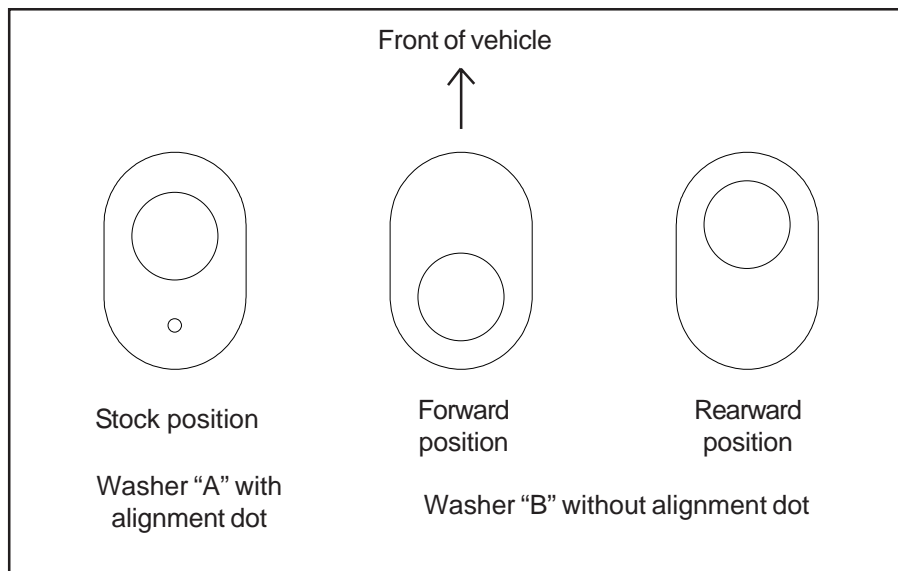


Figure 2

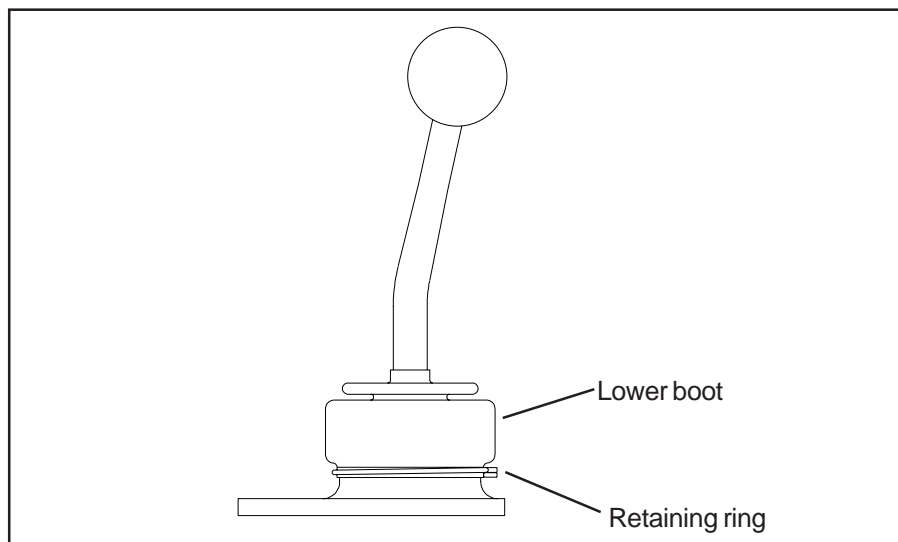


Figure 3

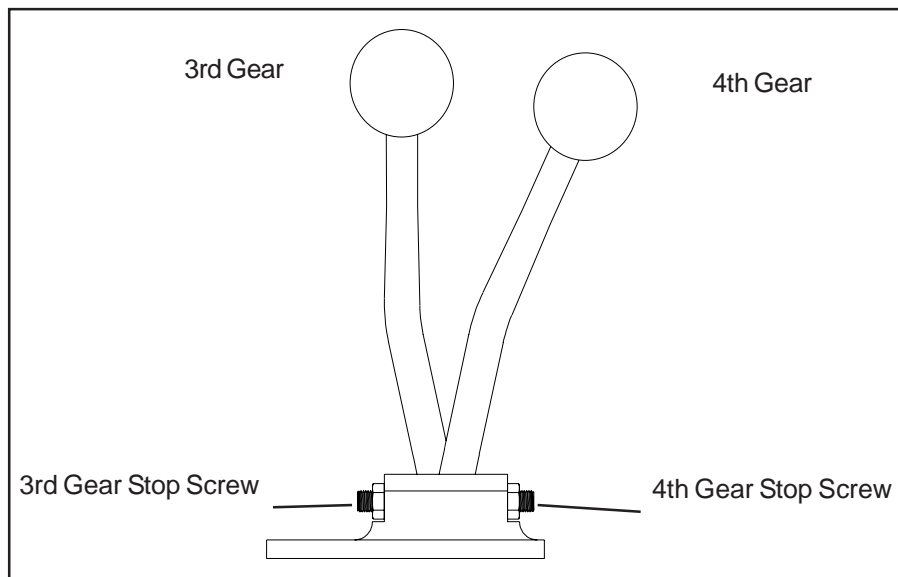


Figure 4