



Installation Instructions

PIT PACK - EXTREME DUTY BUSHING KIT

Fits: 2010-2015 Chevrolet Camaro (3916030 equipped)
HURST # 3326030

WORK SAFELY! For maximum safety, perform this installation 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.

CAUTION: To avoid any possibility of bodily injury or damage to vehicle, do not attempt installation until you are confident that the vehicle is safely secured and will not move.

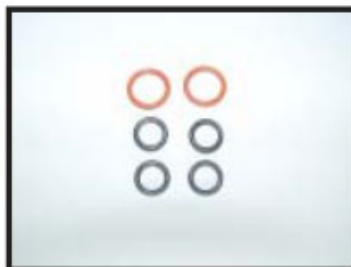
READ THROUGH THESE INSTRUCTIONS COMPLETELY BEFORE ATTEMPTING INSTALL!

IMPORTANT!: These components have been designed for extreme duty use with less design emphasis on eliminating audible and tactile transmission, clutch assembly, and drivetrain related vibration and noises. Each individual vehicle is different and may have different harmonics that change with varying vehicles, driving conditions, wear, atmospheric conditions, and vehicle age. Every effort has been made to reduce these effects. However, some vehicles may experience increased noise, vibration, and harshness (NVH). If this possibility does not suit your particular driving goals, please return this product prior to installation.

PARTS



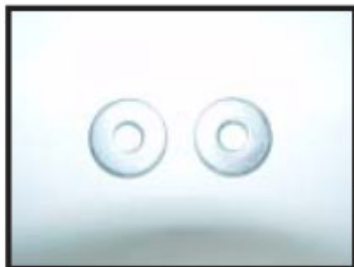
Extreme Duty Bushings (2)



Spare O-Ring Set



Installation Screw



Installation Washers (2)



Installation Nut



Installation Lubricant

TOOLS

Floor Jack



Jack Stands



Large Flat Blade Screwdriver



Hex Wrench (6mm)



Wrench (13mm) & (10mm) Mustang



Shop Rag

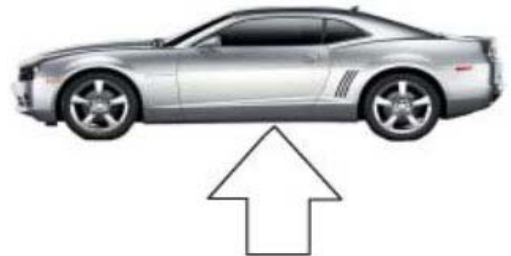


Disassembly

1. Carefully raise and support the vehicle.

TOOLS: Floor Jack & Jack Stands

NOTE: Allow vehicle to cool as exhaust components located close to the shifter linkage may be HOT.



2. (Camaro Only) Pull forward the lower dust boot at the bottom of the shifter assembly casting just above the driveshaft/transmission tail housing to expose the lower shifter change rod connection and allow it to hang under the shifter out of the way.

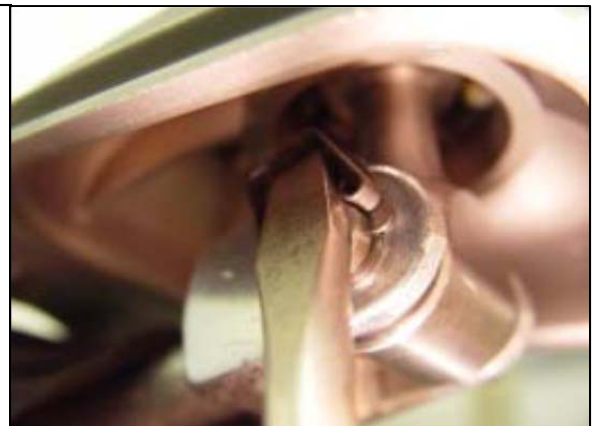


3. (Camaro) Remove the connection pin clips on both sides of the lower shifter lever and pin connection. Be careful not to damage them as they will be re-used.

TOOL: Large Flat Blade Screwdriver

NOTE: Use care when disconnecting the clips as they can easily spring off of the pin and become lost.
(Mustang) Remove change rod nut.

TOOL: Wrench (10mm)



4. Push out the cross pin and disconnect the change rod from the shifter allowing it to hang out of the way.



5. Remove the white bushings.

TOOL: Flat Blade Screwdriver

NOTE: For clarity, the following photos have been taken outside of the vehicle. It is not necessary to completely remove the shifter for install.



6. Clean the lower bushing bore area making sure it is free of dirt, debris, grease, or burrs.

TOOL: Shop Rag

NOTE: For clarity, the following photos have been taken outside of the vehicle. It is not necessary to completely remove the shifter for install.



7. Lightly apply the supplied installation lubricant onto the black O-rings of each bushing.

NOTE: DO NOT lubricate the inner composite polymer bushing linear. This material is designed to run dry with a lower coefficient of friction without lubrication. Adding lubricant will only attract dirt and cause premature wear.



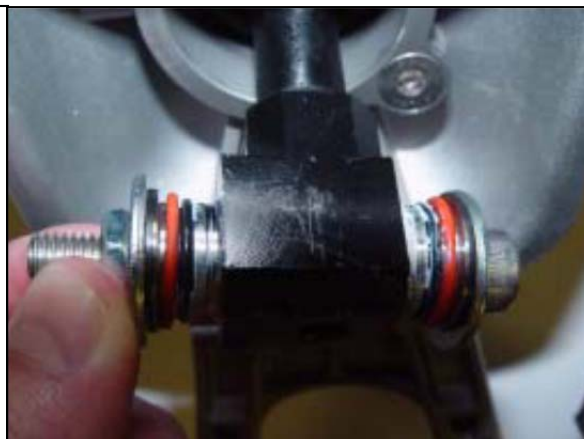
8. Place the bushings onto both side of the lower shifter bushing bore. You will note that the new bushings and O-rings will have an extremely tight fit preventing flex and unwanted movement while still maintaining isolation.

NOTE: For clarity, the following photos have been taken outside of the vehicle. It is not necessary to completely remove the shifter for install.



9. With the supplied washers for support and protection on the flange side of each bushing, insert the screw through the entire washer-bushing-shifterbushing-washer assembly and thread on the nut finger tight.

NOTE: For clarity, the following photos have been taken outside of the vehicle. It is not necessary to completely remove the shifter for install.



10. Carefully tighten the screw and nut making sure the bushings stay perpendicular to the shifter bore hole and the O-rings stay in the bushing grooves without becoming damaged. Work slowly and carefully (an extra set of O-rings have been provided if they become damaged during this procedure).

TOOLS: Hex Wrench (6mm) & Wrench (13mm)

NOTE: For clarity, the following photos have been taken outside of the vehicle. It is not necessary to completely remove the shifter for install.



11. DO NOT over tighten the bushings into the shifter. Allow enough space so that the orange O-rings are not fully compressed. Remove the installation nut, washers, and screw; and then check that the change rod connection has an extremely tight fit against the bushing flanges.

TOOLS: Hex Wrench (6mm) & Wrench (13mm)

NOTE: For clarity, the following photos have been taken outside of the vehicle. It is not necessary to completely remove the shifter for install.



12. Re-connect the change rod and insert the cross pin into the new bushings.

Camaro- reconnect the cross-pin clips.

Mustang - tighten the connecting nut (10mm Wrench)

NOTE: For clarity, the following photos have been taken outside of the vehicle. It is not necessary to completely remove the shifter for install.

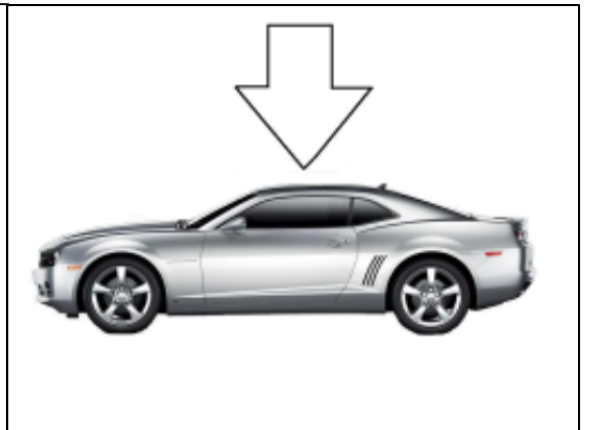


13. (Camaro Only) Reposition the lower dust boot onto the shifter assembly casting. Make sure the boot fully seats into the casting groove on all sides and corners. This step can be difficult but is very important as an improperly installed boot can contact the drive shaft and create a multitude of problems. Take your time.

NOTE: For clarity, the following photos have been taken outside of the vehicle. It is not necessary to completely remove the shifter for install.



14. Carefully lower vehicle.



15. 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 5th-6th gear plane (Camaro)/5th-reverse plane (Mustang). Correct any problems before operating the vehicle.



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

(707) 544-4761

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