



Installation Instructions BILLET/PLUS PISTOL-GRIP SHIFTER

Fits: 2016 Camaro V6
with Manual Transmission
Catalog # 3916034



Watch our
installation video
on YouTube

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.

PARTS



Shifter Assembly



Pistol grip



1/4x1/4 10-32
Shoulder Bolt (2)



1/4" x 1/4" Isolation
Sleeve (2)



Grease pack



6" Tie Wrap



Hurst Decal



M6x10mm Counter
Sink Bolt (2)

1. Start by removing the shift boot, chrome bezel and shift knob as one assembly



2. Using a trim tool, pry up on the back of the chrome bezel.



3. Raise the chrome bezel high enough to gain access to the T25 Torx bolt that mounts the shift knob. Remove the bolt.



4. The shift knob, boot and chrome bezel can now be removed



5. Remove the isolation boot.



6. Using an extension and 10mm socket, remove the 4 bolts attaching the rubber boot to the transmission tunnel.

Note: A swivel works best for the two forward bolts.



7. Raise and support the vehicle using Jack stands or a hoist. Remove the (5) 13MM bolts from the cross brace.



8. Support the exhaust.



9. Remove the two 15mm nuts attaching the left side exhaust flange to the catalytic converter.



10. Loosen the 15mm nut from the right side exhaust flange connected to the catalytic converter. Spread the clamp open.



11. Remove the forward rubber isolators from the exhaust system on the left and right side.



12. At the rear of the vehicle there are two mounted hangers located on the left and right side. Remove the two 15mm nuts that attach each hanger then remove the hangers.

Note: A 15mm ratchet wrench works well in this area.



13. The right front exhaust flange is a ball socket you can pry between the transmission cross member and the exhaust to pop it out.

Note: A hammer handle works well for this.



14. Remove the mid hangers on the left and right side of the exhaust. The entire exhaust system can now be removed.



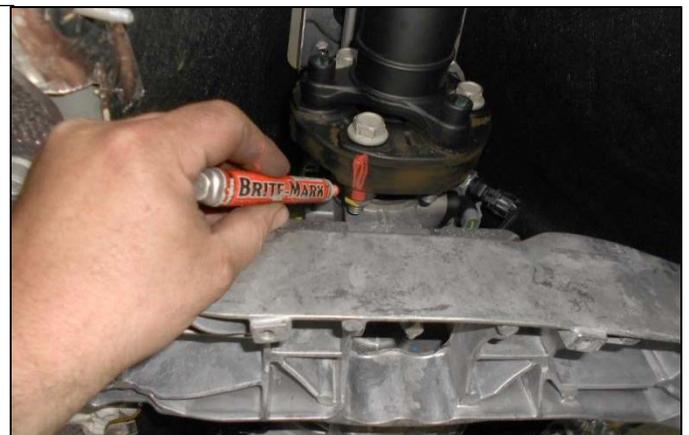
15. Remove the four 13mm bolts from the tunnel brace and remove the brace.



16. Remove the three 10mm bolts from the right and left side of the heat shield. Remove the heat shield.



17. The drive shaft must be removed. Start by making an alignment mark on the flex coupling and the transmission flange.



18. Remove the three 18mm bolts and nuts from the flex coupling at the transmission.



19. Remove the three 18mm bolts and nuts from the flex coupling and differential flange.



20. Support the drive shaft. Remove the two 15mm bolts from the center carrier bearing. This will allow the drive shaft to be removed from the vehicle.



21. The drive shaft can be squeezed together in order to clear the transmission and differential flange.



22. Support the transmission with a screw or hydraulic jack.



23. Remove the four 15mm bolts from the transmission cross member



24. Lower the rear of the transmission enough to gain access to the front of the shifter housing.



25. The shifter housing is connected to the transmission with a pin on the left and right side. The pin has a spring lock at the end of it as shown here.



26. Remove the pin on the left and right side by pushing the spring lock down while using a screw driver to pull the pin out until it stops.

Note: The pin can be rolled to gain access to the spring lock.



27. Reposition the screw driver between the rubber isolator on the shifter housing and push the spring lock in and remove the pin.

Note: The left and right pins will be reused.



28. Remove the spring loaded clip from the cross pin that attaches the shift rod to the transmission and remove the pin.

Note: There are two spring loaded C clips for the cross pin. The cross pin and clips will be reused.



29. You can now remove the entire shifter assembly from the vehicle.



30. Remove the spring clip from the factory shift rod and remove the rod. Take note of the shift rod orientation.

Note: It is not necessary to remove the rubber boot from the shifter assembly. We did this to add some clarity to the procedures that follow.



31. Remove the factory shifter from the housing by unbolting the two 10mm bolts and removing the mounting ring.

The 10mm bolts and mounting ring will not be reused.



32. Apply a liberal amount of grease to the Hurst shifter assembly.



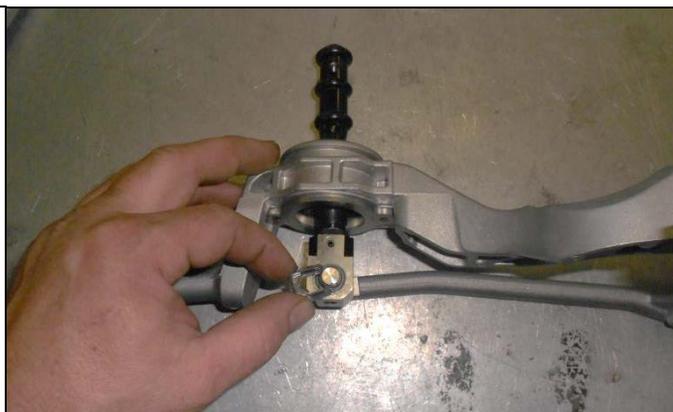
33. Install the Hurst shifter assembly in into the factory shifter housing. Bolt this in place using the provided M6x10mm counter sink bolts.



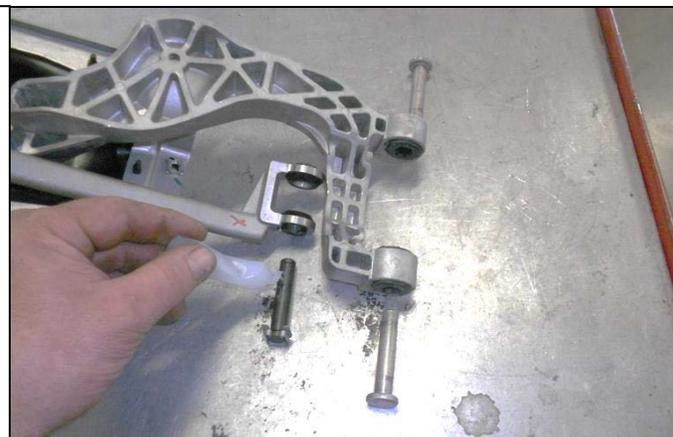
34. Apply grease to the shoulder part of the shift rod. Install the factory shift rod into the pivot block located at the base of the shifter assembly. The pivot block should offset to the right of the shift rod as shown.



35. Verify that the factory shift rod is oriented in the same position as when it was removed.



36. Apply a liberal amount of grease to the factory pins that connect the shifter housing and shift rod to the transmission.



37. Reinstall the shifter housing.



38. Working in reverse order, starting from page 8, Step 29, to page 3, Step 6, re-install the following:

- A. Shifter housing assembly.
- B. Transmission cross member. Torque to factory specifications.
- C. Driveline. Torque to factory specifications.
- D. Heat Shield. Torque to factory specifications.
- E. Tunnel brace. Torque to factory specifications.
- F. Exhaust system.

39. Remove the factory shift knob from the shift boot. Invert the shift boot and pry in on the two plastic tabs that secure the shift knob to the shift boot ring.

Note: Hook tools work good for this.



40. Remove the boot ring from the shift boot.

Note: This is glued on so take care not to rip the shift boot.



41. With the boot inverted, install the Hurst pistol grip shifter through the boot.



42. Ensure that boot is past the machined groove on the pistol grip and is orientated in the right direction. Secure the shift boot to the pistol grip using the supplied tie wrap.

Note: The pistol grip is designed so that the tie wrap tightens down in the machined groove.



43. Reinstall the factory isolation boot onto the Hurst pistol grip as shown.



Note: For clarity purposes for the following procedures we left the isolation boot off.

Using grease or soap and water, place some lubricant on the O-rings located on the lower stick. With the shift boot still inverted, slide the pistol grip down over the top of the lower stick. Ensure to align the two holes on the pistol grip to the two threaded holes on the lower stick.



44. Place the 1/4" isolation sleeves over the 1/4"x1/4"10-24 shoulder bolts.



45. Install the shoulder bolts into the pistol grip. Using an 1/8" allen wrench, tighten the shoulder bolts into place.



46. Align the chrome bezel to the center console and snap back into position.



47. Push the shift boot back down around the Hurst shifter.



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:



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