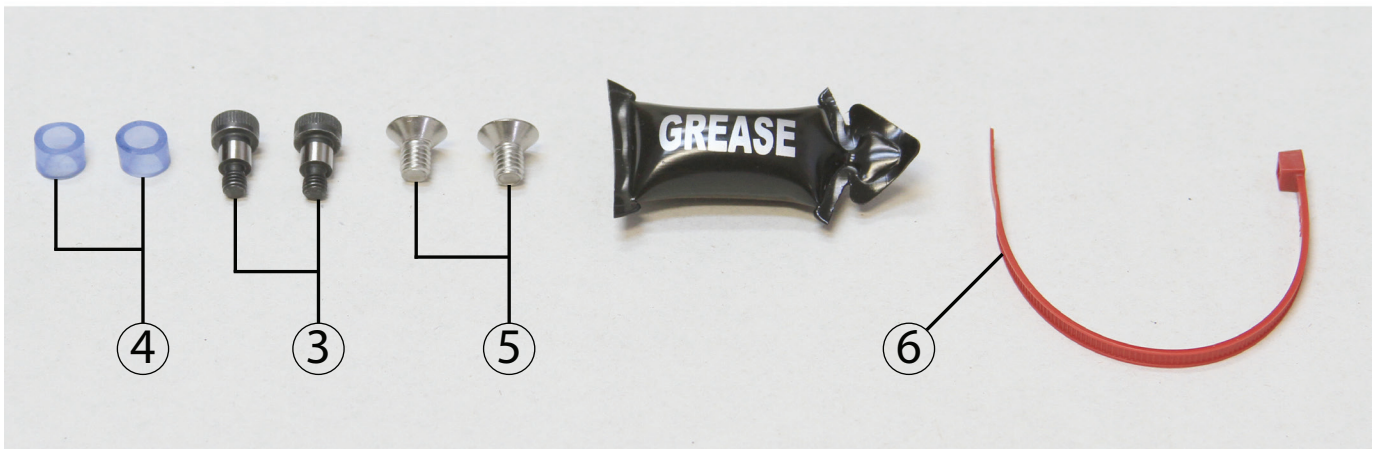




Installation Instructions
3916034
 2016-24 CAMARO
 2.0L, 3.6L V6 ENGINE
 with Manual Transmission
 Billet/Plus™ Pistol-Grip Shifter



ITM #	PART #	DESCRIPTION	QTY.
1	3916034-39	Shifter Assembly	1
2	2385000	Pistol Grip Stick	1
N/A	3916034BA-01	Hardware Package includes:	1
3	2156031	¼" x 10-32 Shoulder Bolt	2

ITM #	PART #	DESCRIPTION	QTY.
4	2596031	¼" Isolation Sleeve	2
5	3401432-00	M6x10mm Counter-Sunk Screw	2
6	5000250-00	6" Zip Tie	1

OVERVIEW:



1. Please take a moment to read and understand these instructions before installing your purchased performance kit.

NOTE: Please inventory all parts before starting the installation process and call our tech line to report any missing parts. This will help avoid potentially stranding your vehicle until any missing replacement parts arrive.

WARNING:

For maximum safety, perform this installation on a clean, level surface with engine turned off. Chock wheels and do not attempt installation until you are confident your vehicle will not move.

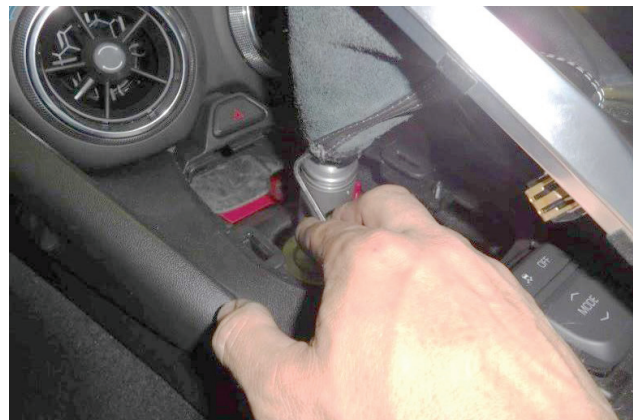
REMOVE STOCK COMPONENTS:



2. Remove shift boot, chrome bezel and shift knob as one assembly.



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



4. Raise chrome bezel high enough to access T25 Torx bolt mounting shift knob then remove it.



5. Remove shift knob, boot and chrome bezel.

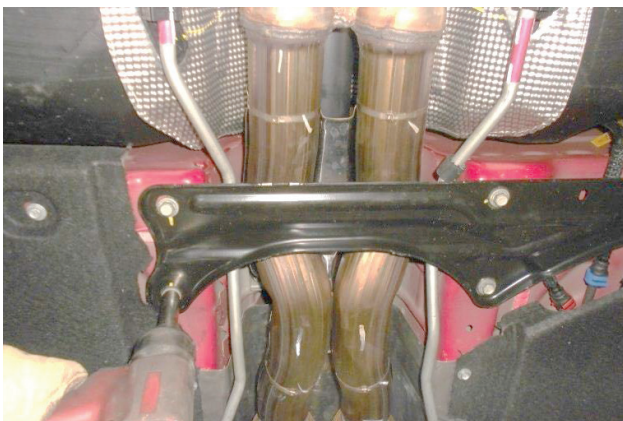


6. Remove isolation boot.



7. Remove (x4) bolts attaching rubber boot to transmission tunnel.

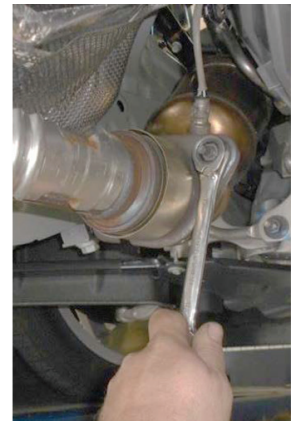
NOTE: A swivel works best for (x2) forward bolts.



8. Raise and support vehicle using Jack stands or hoist then remove (x5) 13MM bolts from cross brace.

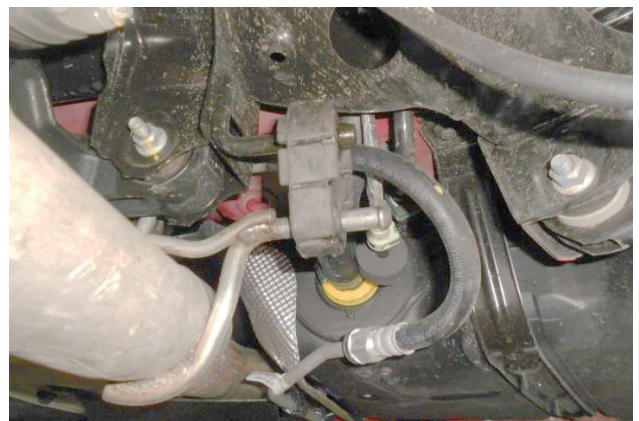


9. Support exhaust then remove (x2) 15mm nuts attaching left side exhaust flange to catalytic converter.



NOTE: This step applies to V6 models only.

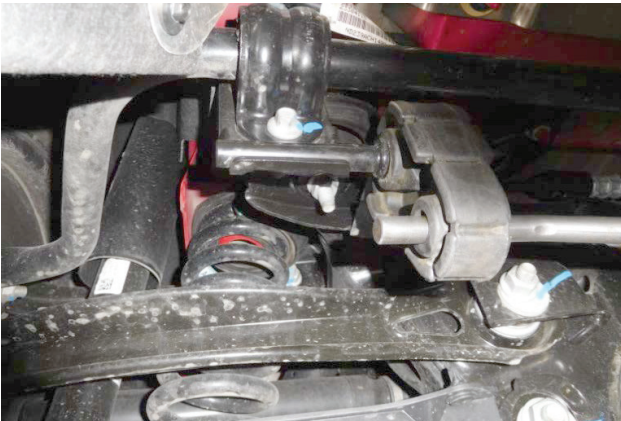
10. Loosen 15mm nut from right side exhaust flange connected to catalytic converter then open clamp.



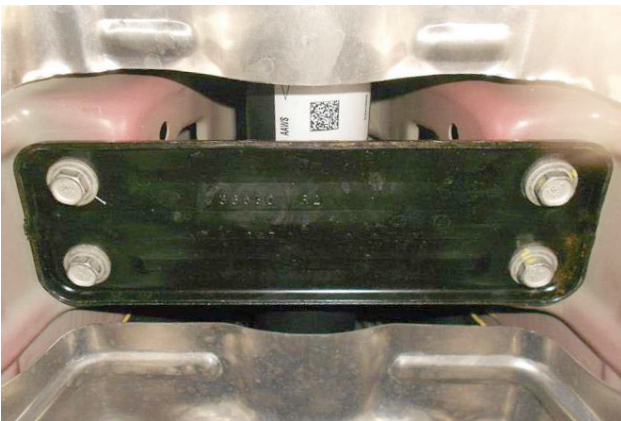
11. Remove forward isolators from exhaust system on left and right side.



12. Remove (x2) nuts and hangers attached on left and right side at rear of vehicle.



13. Remove mid hangers from left and right side of exhaust, then remove exhaust system completely.



14. Remove (x4) 13mm bolts and tunnel brace from vehicle.



15. Remove (x3) 10mm bolts and heat shield from vehicle.



16. To remove drive shaft, begin by making alignment mark on flex coupling and transmission flange.



17. Remove (x3) 18mm bolts and nuts from flex coupling at transmission.



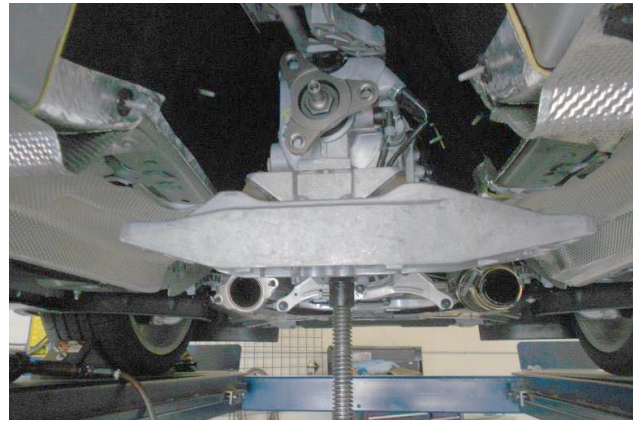
18. Remove (x3) 18mm bolts and nuts from flex coupling and differential flange.



21. Support transmission then remove (x4) 15mm bolts from transmission cross member.



19. Support drive shaft then remove (x2) 15mm bolts from center carrier bearing.



22. Lower rear of transmission enough to access front of shifter housing.



20. Remove drive shaft by squeezing it together in order to clear transmission and differential flange.



23. Shifter housing is connected to transmission with a pin on left and right side. The pin has a spring lock at its end as shown.



24. Remove pin from left and right side by pushing spring lock down while pulling pin out until it stops with screwdriver.

NOTE: Pin can be rolled to access spring lock.



25. Reposition screw driver between rubber isolator on shifter housing, push spring lock in and remove pin. Retain left and right pins for later use.



26. Remove spring loaded clip from cross pin, which attaches shift rod to transmission, and remove pin. Retain (x2) spring loaded C-clips and cross pin for later use.

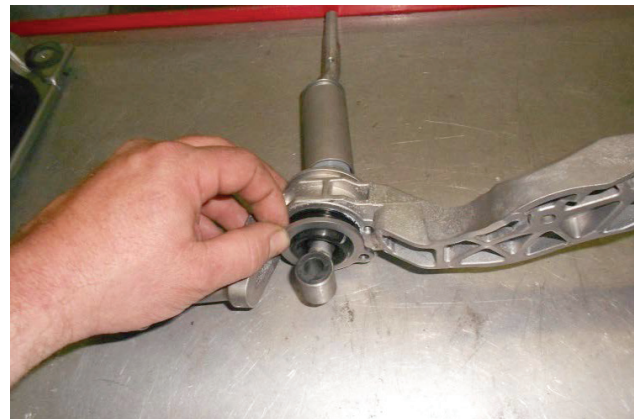


27. Remove entire shifter assembly from vehicle.



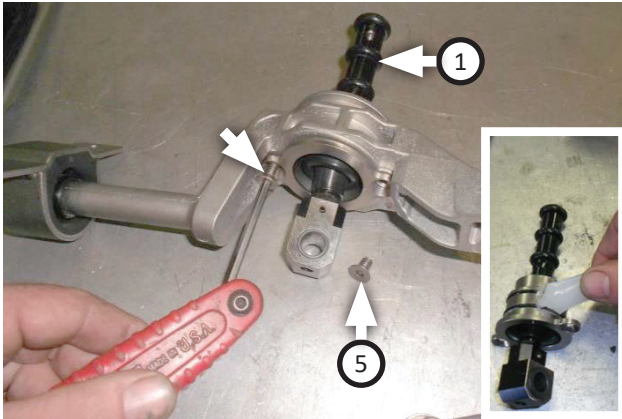
NOTE: The boot is removed from shifter assembly in following images for clarification purposes only.

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



29. Remove factory shifter from housing by removing (x2) 10mm bolts and mounting ring.

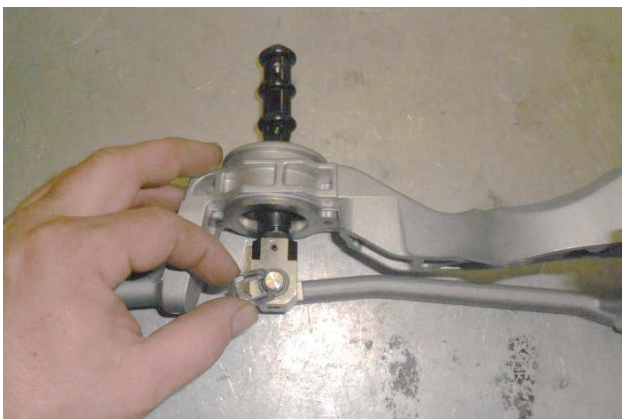
INSTALL HURST SHIFTER:



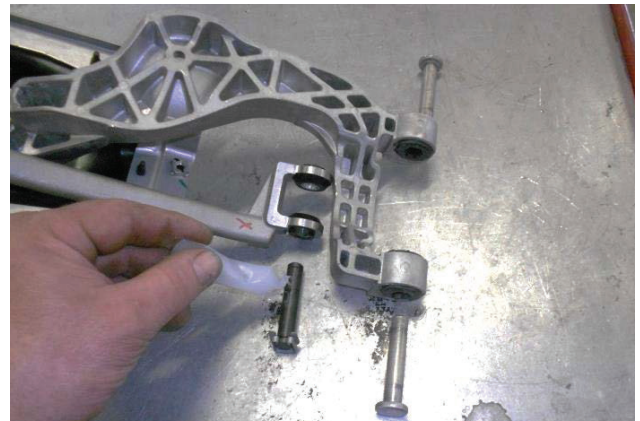
30. Apply grease to **shifter assembly (1)** then install it into factory shifter housing with (x2) **screws (5)**.



31. Apply lubricant to shoulder of shift rod then install factory shift rod into pivot block at base of shifter assembly. Pivot block should offset to right of shift rod as shown.



32. Verify factory shift rod is oriented in same position as when it was removed.



33. Apply lubricant to factory pins connecting shifter housing and shift rod to transmission.



34. Reinstall shifter housing.

35. Re-install shifter housing assembly, transmission cross member, driveline, heat shield, tunnel brace then exhaust system. Torque applicable fasteners to factory specifications.



36. Remove factory shift knob from shift boot. Invert it and pry (x2) plastic tabs securing shift knob to shift boot ring.



NOTE: Be careful not to rip material as you complete this step.

37. Remove boot ring from shift boot.



38. With boot inverted, install **pistol grip stick (2)** through boot.



39. Ensure boot slides past machined groove on pistol grip, oriented in correct direction. Secure shift boot to pistol grip with **zip tie (6)**.

NOTE: Pistol grip is designed so zip tie can cinch down in machined groove.



40. Reinstall factory isolation boot into pistol grip.



NOTE: In image, isolation boot is left off for clarity.

41. Lubricate o-rings. With shift boot inverted, slide pistol grip down over top of lower stick, ensuring both pistol grip holes are aligned to lower stick threaded holes.



42. Place (x2 ea.) **isolation sleeves (4)** over **shoulder bolts (3)** then install them into pistol grip.



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



44. Push shift boot back down around shifter.



Congratulations, the installation of your Hurst Billet/Plus Pistol Grip Shifter is now complete!

