



Installation Instructions

HURST STAGE ONE SUSPENSION KIT

Fits: 2013-2014 Camaro SS / 2012-2014 Camaro ZL1
2013-2015 Camaro ZL1 Convertible
Catalog# 6320001

WORK SAFELY: Perform this on a good clean level surface for maximum safety and with the engine turned "off". Apply parking brake and 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 disconnect or installation until you are confident that the vehicle is safely secured and will not move.

NOTES

1. Never use an impact gun to remove or install strut main shaft components.
2. All springs should be installed with the Hurst logo right side up, and all original isolators, dampers, etc, should be retained.
3. For MacPherson Strut front suspension - mark the upper perch in relation to the lower before disassembly. Once the springs have been installed, verify the orientation has remained the same.
4. With installation complete, always check (and adjust if required):
 - Alignment - Camber/Caster/Toe
 - Tire/Wheel to Fender Clearance
 - Brake line Clearance & Strain Relief
 - Wheel Speed Sensor Wires & Strain Relief
5. No bump stop modification is required.
6. During installation, any bushed pivot points **MUST** be torqued with the full weight of the vehicle on the suspension. This is to avoid bushing pre-load. Failure to do so can result in uneven lowering and bushing damage.

OEM FRONT SWAY BAR REMOVAL

1. Begin by properly supporting the vehicle and removing the wheels. **NEVER** work under a vehicle only supported by a jack.
2. Remove the front plastic under-tray.
3. Remove the nuts which secure the outer links to the end of the factory bar.
4. Remove the bolts which secure the OEM sway bar pivot bushings to the subframe.
5. The OEM sway bar may now be removed by rotating and sliding it out towards the passenger side.

HURST FRONT SWAY BAR INSTALLATION

1. Install the sway bar into the car starting from the passenger side. Leaving the plastic shipping sleeve on the bar will prevent scratching as the bar is a tight fit.

Note: Depending on the year/model, you may have to remove the drivers side outer tie rod from the steering knuckle to get the sway bar into its final position.

2. With the new bar installed, remove the plastic wrap, then lube and install the bushings and brackets. (Lube is included in the hardware kit.)

3. Secure the brackets to the subframe using the washers provided with the hardware kit and the OEM bolts. Do not tighten at this time.

4. Fasten the outer links to the sway bar ends, using the OEM hardware. *(Before choosing a hole location, please see setting guidelines on page 3.)* Do not tighten at this time.

5. Before final torque, double check to make sure everything is properly aligned and positioned.

6. Torque all sway bar fasteners to factory recommended settings.

7. Reinstall the front plastic undertray.

OEM REAR SWAY BAR REMOVAL

1. Detach the end links which secure to the factory bar.

NOTE: The factory end links will be re-used.

2. Remove the bolts which secure the OEM sway bar pivot bushings to the subframe.

3. **NOTE:** Before removing the bar, inspect the orientation as the Hurst bar will be positioned the same way.

4. The OEM sway bar may now be removed by rotating and sliding it out.

HURST REAR SWAY BAR INSTALLATION

1. Apply some lubricant (included in the hardware kit) to the ID (inside diameter) of the new rear bushings.

2. Install the bushings onto the sway bar.

3. Install the newly assembled sway bar, and bolt to the subframe using the washers provided with the hardware kit and the OEM bolts. Do not tighten at this time.

4. Fasten the outer links to the sway bar ends, using the OEM hardware. *(Before choosing a hole location, please see setting guidelines on page 3.)* Do not tighten at this time.

5. Before final torque, double check to make sure everything is properly aligned and positioned.

6. Torque all sway bar fasteners to factory recommended settings.

7. Reinstall all wheels and torque to factory specification.

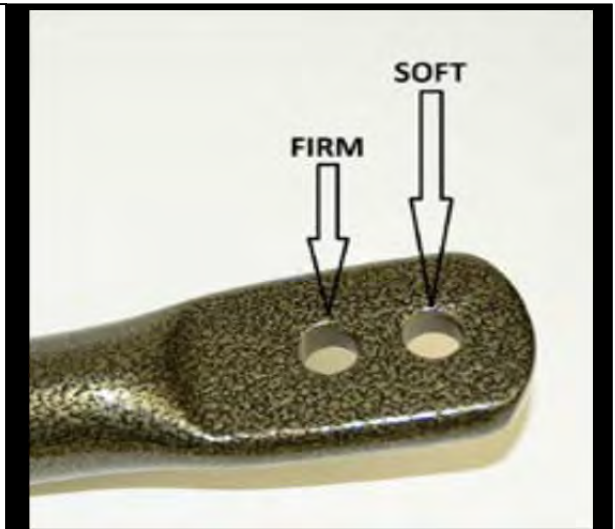
FRONT SETTING GUIDELINES

FRONT SOFT SETTINGS

- Reduces Under-Steer
- Use under low traction conditions
- Use on rough roads / tracks
- Softer, more compliant ride

FRONT FIRM SETTING

- Reduces Over-Steer
- Use under high traction conditions
- Use on smooth roads / tracks



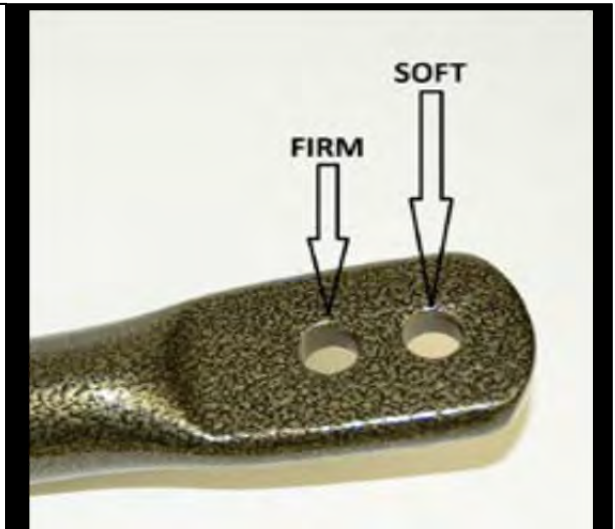
REAR SETTING GUIDELINES

REAR SOFT SETTINGS

- Reduces Over-Steer
- Use under low traction conditions
- Use on rough roads / tracks
- Softer, more compliant ride

REAR FIRM SETTING

- Reduces Under-Steer
- Use under high traction conditions
- Use on smooth roads / tracks



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

www.Hurst-Shifters.com