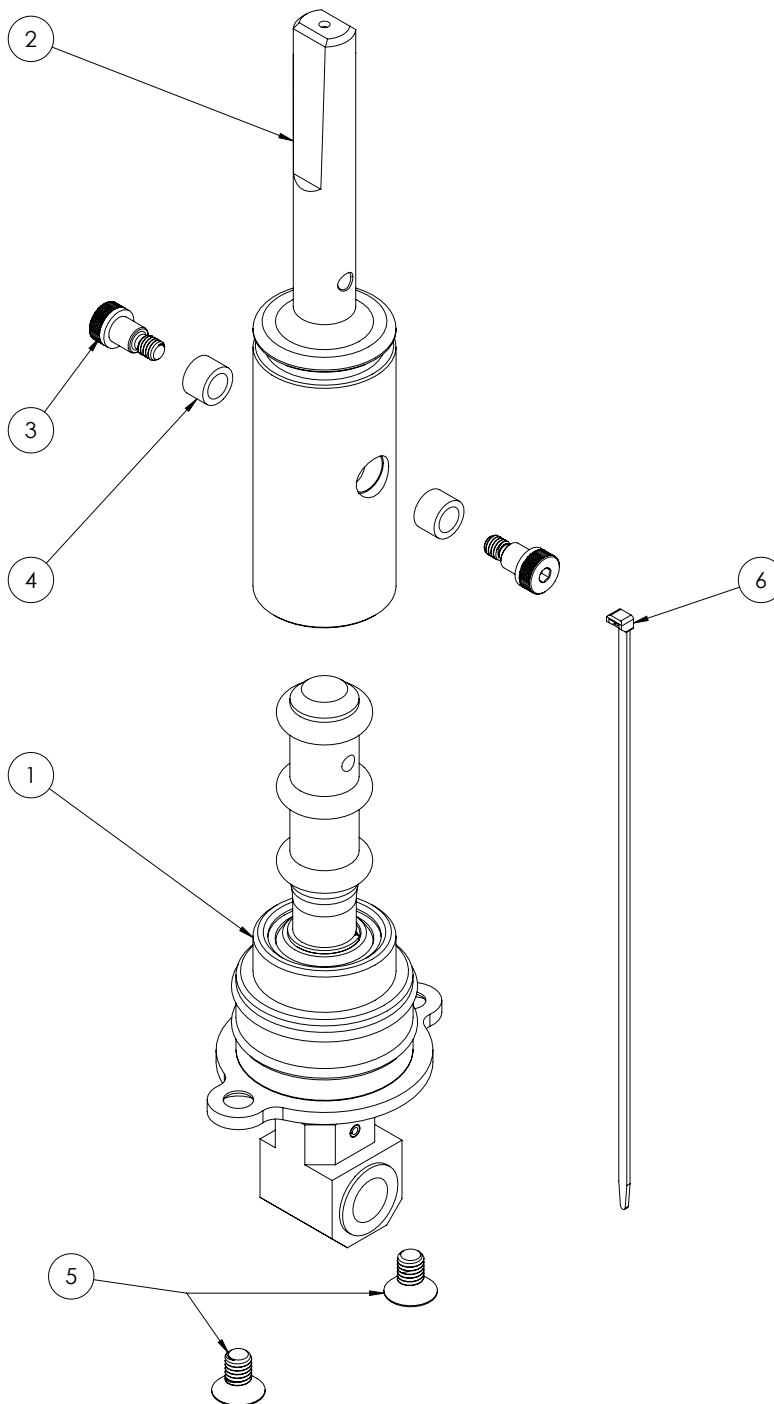




Installation Instructions
3916050
2016-24 CHEVROLET CAMARO
2.0L, 3.6L V6 ENGINE
Billet/Plus™ Shifter with OEM Knob



ITM #	PART #	DESCRIPTION	QTY.
1	3916034-39	Shifter Assembly	1
2	2386050	Stock Knob Upper 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	1/4" 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.

NOTES:

- 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.
- Some hardware bags are shared by similar B&M shifters. If you have extra parts after install, they may not be necessary for your particular vehicle.

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.

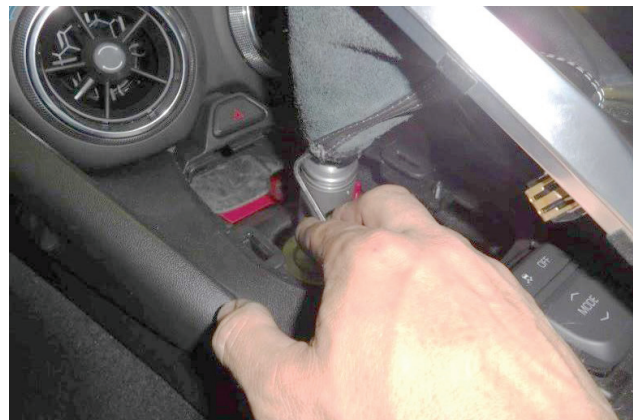
REMOVE STOCK COMPONENTS:



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 and retain it.



5. Remove shift knob, boot and chrome bezel.

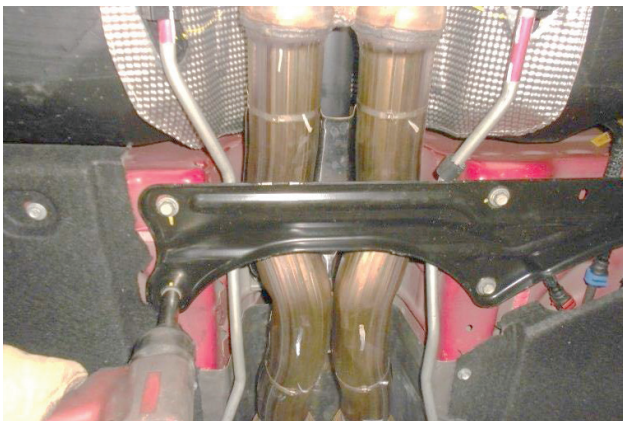


6. Remove isolation boot.

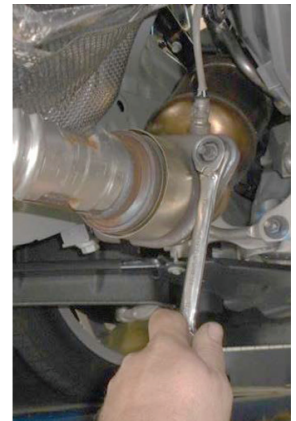


7. Remove (x4) bolts attaching rubber boot to transmission tunnel.

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.

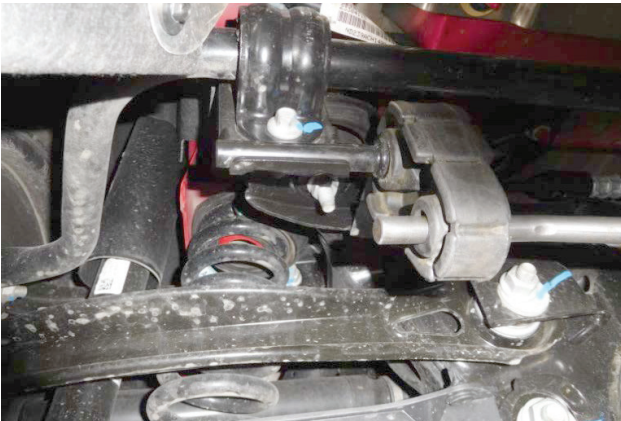
10. Loosen 15mm nut from right side exhaust flange connected to catalytic converter then open clamp.



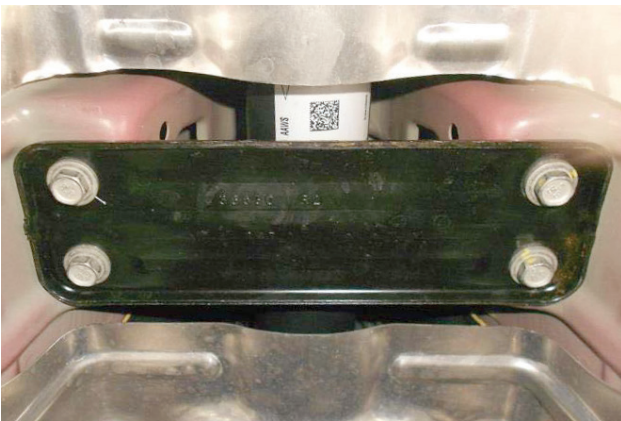
11. Remove forward isolators from exhaust system on left and right side.



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.



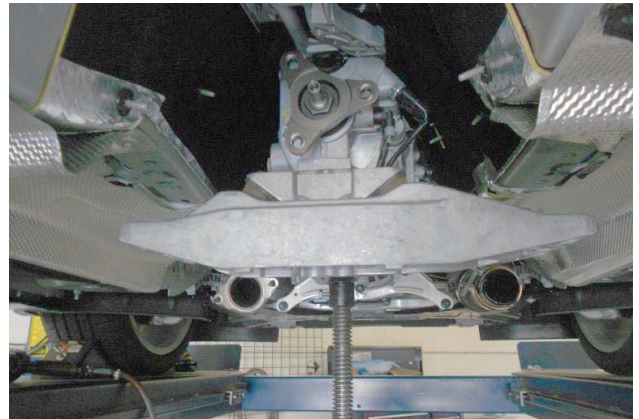
19. Support drive shaft then remove (x2) 15mm bolts from center carrier bearing.



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



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



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



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. Using screwdriver, remove pin from left and right side by pushing spring lock down while pulling pin out until it stops.

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.

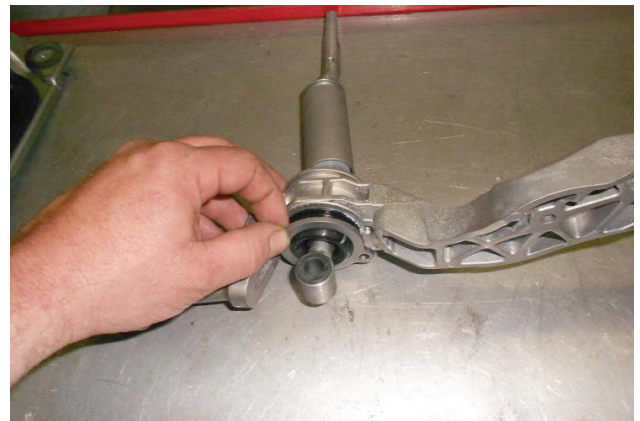


27. Remove entire shifter assembly from vehicle.



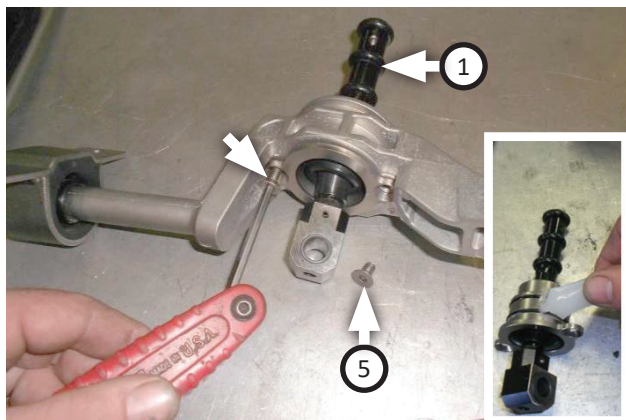
NOTE: The boot is removed from shifter assembly in following images for clarification purposes only.

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

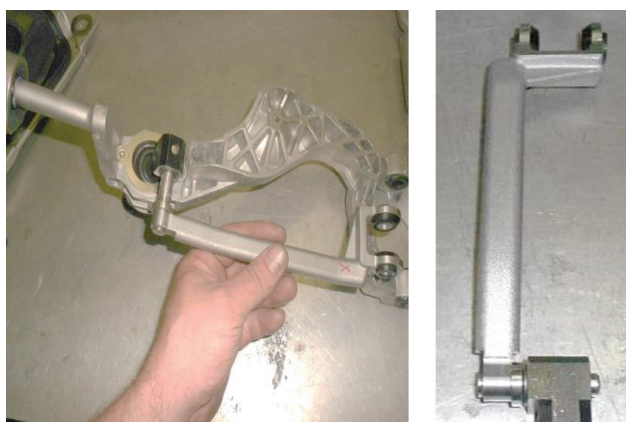


29. Remove factory shifter from housing by removing (x2) 10mm bolts and mounting ring.

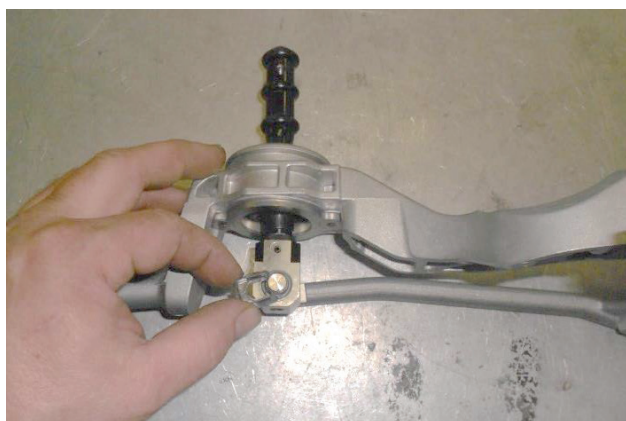
INSTALL HURST SHIFTER:



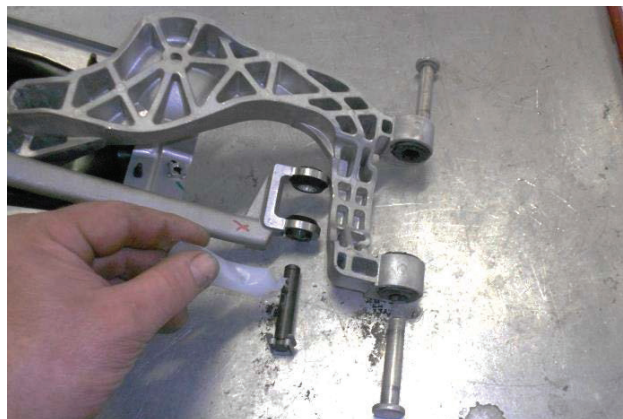
30. Apply grease to **shifter assembly (1)** then install it into factory shifter housing with (x2) **screws (5)**.



31. Apply grease 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 grease to factory pins connecting shifter housing and shift rod to transmission.



34. Reinstall shifter housing.

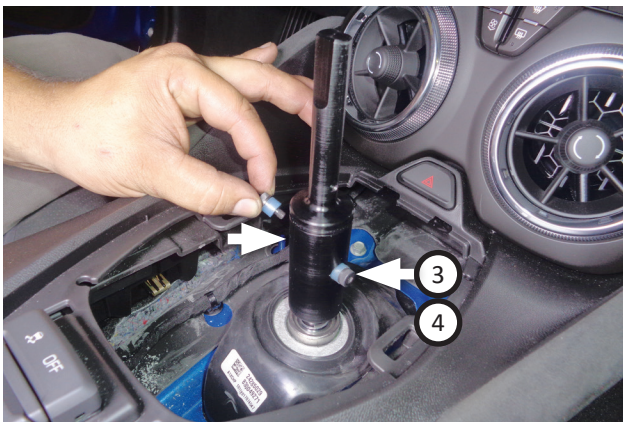
35. Re-install transmission cross member, driveline, (verify alignment), heat shield, tunnel brace, exhaust system, cross brace then fasten lower rubber boot to transmission tunnel. Torque applicable fasteners to factory specifications.



36. Grease (x3) o-rings on shift lever.



37. Orient **upper stick (2)** with long flat side frontward and short flat side rearward. Press it down over shifter lever while aligning holes in stick and lever.



38. Apply thread locker to (x2) **shoulder bolts (3)**, then slip (x2) **isolation sleeves (4)** over them. Install them into shifter, being careful to avoid cross-threading. Tighten them with using wrench.



39. Install upper rubber boot over upper stick. Top of boot sits flush with stick shoulder.



40. Apply thread locker to stock T25 Torx screw, and use it to secure shift knob to upper stick.



41. Snap shift boot back into place.



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

