

Camaro V8 Short Shift Kit

Fits: 2010+ Camaro V8

You will need the following tools for installation:

- Paper towels
 - Work light
 - Flat bladed screwdriver
 - Work gloves
 - 10mm socket and driver
 - Circlip pliers
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Parts List:

Qty.	Description
1	Camaro V8 Short Shift Kit with integral pivot bearings.
2	Stainless steel bearing liners
1	Lower pivot pin
1	Lower pivot pin spacer ring
1	Yellow plastic washer
1	Small tube of lubricant
4	Round Delrin carrier bushings

Make sure that you perform this procedure when the car is cool.

Raise the entire car on an automotive lift. It is possible to perform the installation using common jackstands, but the height of an automotive lift is preferred.

Parts of this installation will be done inside the car, other parts underneath.

IMPORTANT SAFETY NOTE: NEVER use a jack to support the car when working underneath. Serious injury or death may occur if your car is not properly supported. If you need help, ask someone with more experience, or have the kit installed by a professional mechanic.

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Remove the console trim by carefully prying up at the sides. This part is clipped in place and will pop out.



Lift the console up and carefully disconnect the gauge cluster wiring connector.



Remove the shift knob and boot by pulling straight up on the knob – DO NOT TWIST. The knob is held on with an internal clip and will pop off. Pry the side of the leather boot up with a flat-blade screwdriver to release the clips.

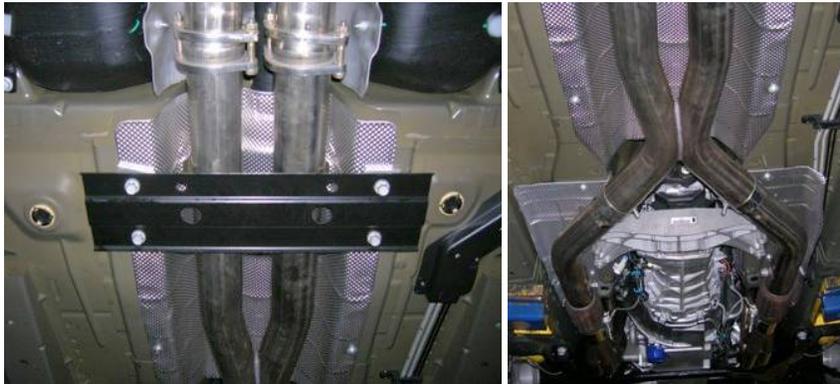


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With knob and boot removed, note four retaining bolts holding inner console in place. Use a 10mm socket to remove the bolts.



Identify all connection points and support braces and remove black support brace, exhaust, and heat shield.

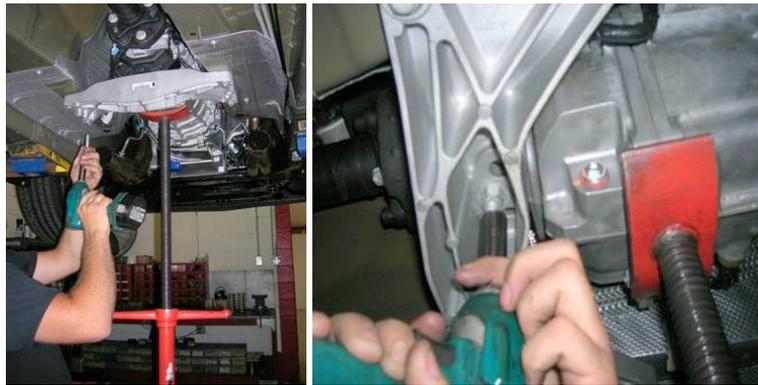


The driveshaft should be visible.

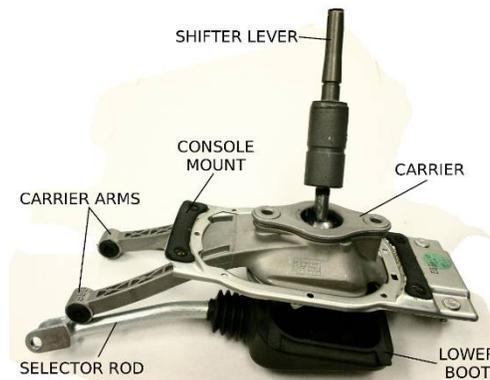


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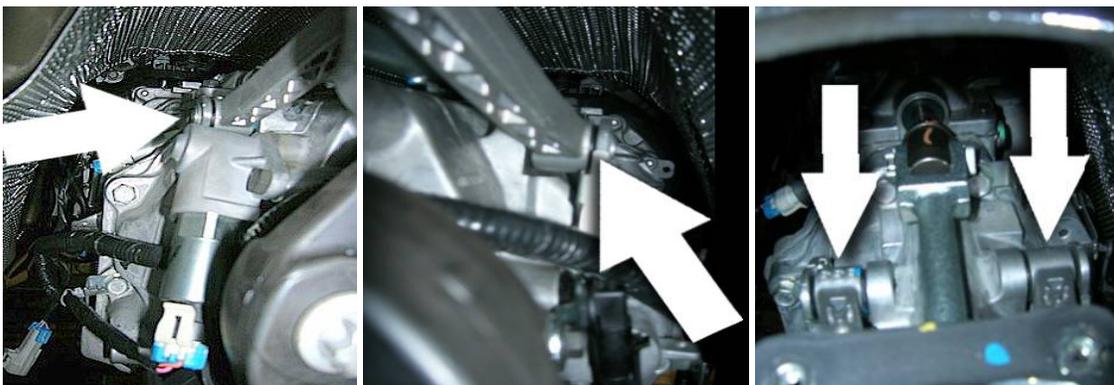
Use a transmission jack to support transmission and remove transmission support brace.



Before proceeding with shifter removal, review this image of the complete assembly with reference names for the subcomponents.



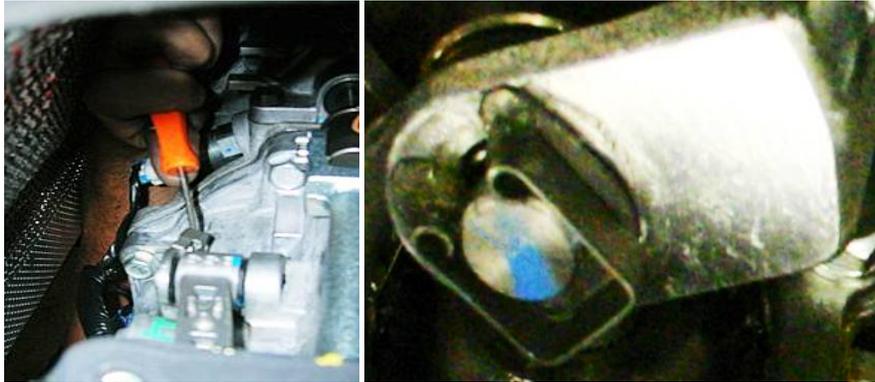
Locate the shifter under the car and note that it is mounted in an aluminum carrier. At the front end, this carrier is mounted to the transmission with two arms. Locate these mounting points.



A pin with an integral clip holds each arm to the transmission. Remove clips using flat-blade screwdriver as a lever, lever upwards. Once released, the pin can be pulled out of the assembly. Repeat at other side.

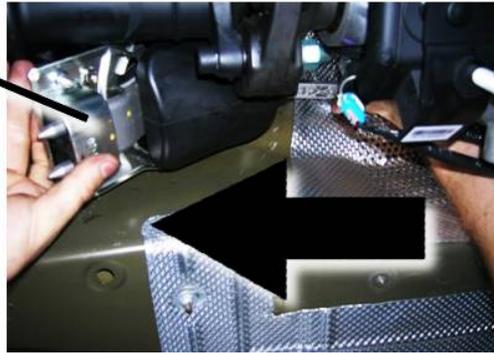
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Release clips holding selector rod to transmission input using circlip pliers.



Unbolt rear carrier mount and slide entire shifter/carrier assembly backwards and out of car.

CARRIER
REAR MOUNT



Remove upper rubber shift boot from console mount. Pull up gently so that rubber retaining posts come out of holes. Complete assembly should be revealed.



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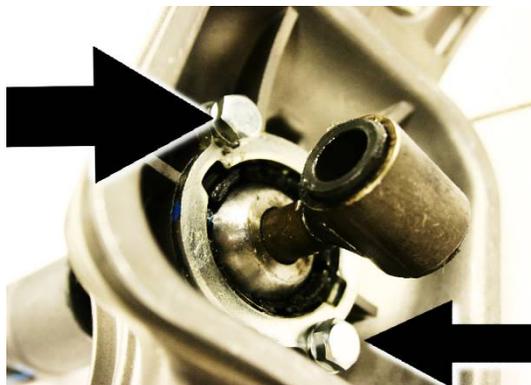
Remove lower boot.



Remove selector rod retaining clip.

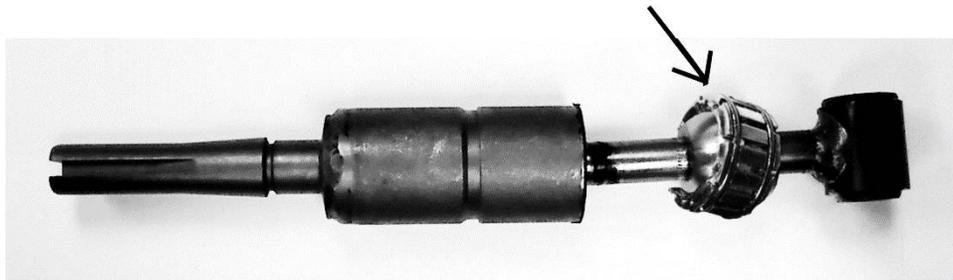


Remove two bolts holding metal retaining ring.



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Once the metal retaining ring is removed, the shifter can be pushed down through the carrier so that it is free.



*Note the black plastic pivot bushing around the ball of the shifter. Remove this by pulling down. It is flexible due to the rubber O-rings encircling it. **Put the bushing aside as it will be re-used later.***

Note that the new shifter looks similar to the original in general layout.



Re-lubricate the original pivot bushing with the enclosed PTFE grease.



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Put the bushing on the new shifter's pivot ball and re-install in carrier with retaining ring and two (2) bolts.



Pictures below shown with shifter removed from carrier for clarity. Shifter should be in carrier at this point.

Install lower pivot bearing liners on each side of shifter.



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VERY IMPORTANT! The shifter must be rotated correctly in the carrier. The angle must be leaning toward the driver side as shown. If this is not done correctly, shift pattern will be moved forward and to the right.



Assemble the shifter and selector rod. This should be an “interference” fit, very slightly tight.

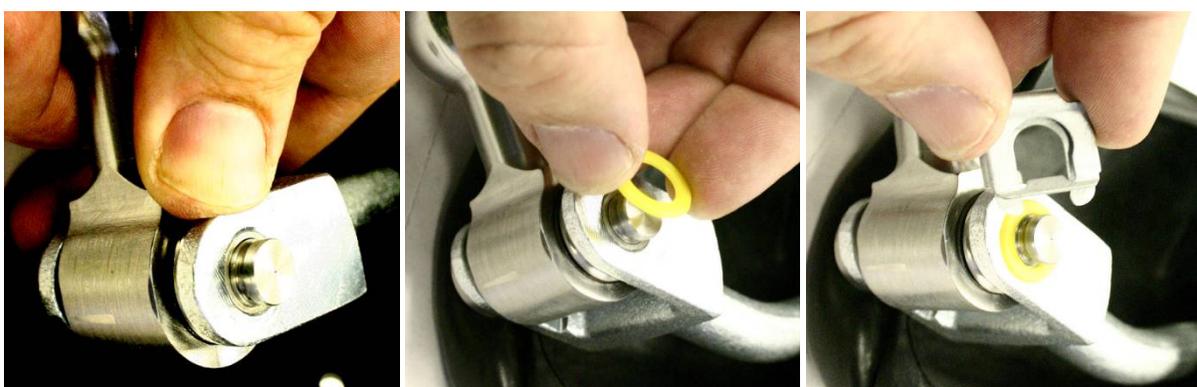


Insert pin from one side.



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Insert spacer ring on opposite end of pin, followed by the yellow plastic washer and clip.



Remove original rubber bushings from carrier arms by pushing them through.



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Replace with 2-piece delrin bushings.



Re-install completed shifter/carrier assembly into car.

Follow pages 7-8 in reverse order. Test by going through all gears. Shifter should be centered in neutral, same position as the original shifter. All gears should be smooth without binding.

Re-install driveshaft and exhaust.

TROUBLESHOOTING:

Shifter not centered properly:.....Check alignment as shown on page 12.

Shifter feels loose:.....Make sure spacer ring is installed as shown on page 13.

Noise:.....If engine or non-specific noise can be heard, check rubber boots on the top and bottom of the carrier. See upper boot on page 3 and lower boot on page 6.