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PART #60055A

Shifter, Short Throw, 2010-up Camaro, Manual

PACKING LIST

Before installation, use this checklist to make sure all necessary parts have been included.

ITEM	QTY	CHECK	PART NUMBER	DESCRIPTION
1.	1	<input type="checkbox"/>	605742805P	Shifter, Polished, Short Throw Retro, 10-up Camaro
2.	1	<input type="checkbox"/>	605836805	Trim Ring, Shifter Short Throw Retro, 10-up Camaro
3.	1	<input type="checkbox"/>	940740805	Set screw, 8-32 x .125" long, SS
4.	1	<input type="checkbox"/>	605743805	Shifter Knob, White Solid, 2.25"
5.	2	<input type="checkbox"/>	605114055	Bushing, Shifter, 10-up Camaro
6.	1	<input type="checkbox"/>	21000K	Zip Tie, 1/8" x 5"
7.	1	<input type="checkbox"/>	INSTR	Instructions

WARNING: SLP Recommends allowing the vehicle to cool (not running) for five hours before beginning installation.

INSTALLATION INSTRUCTIONS – #60055A

1. Remove the shifter trim by simply pulling up on the perimeter of the plastic outer trim starting where the gear pattern is. Take care to not rip out the wires going into the front of the trim. Set the trim piece off to the side. See Figure 1.



Figure 1: Removal of shifter trim

2. Unscrew the 4 retaining screws holding the shifter boot down. See Figure 2.



Figure 2: Removal of 4 screws holding down shifter boot

3. With 2 hands, carefully pull up on the shift knob to release it from the shifter. You may have to pull fairly hard to get it to come off. The boot will come off with the knob. See Figure 3.



Figure 3: Removal of shift knob

4. Raise and fully support the vehicle (a vehicle lift is recommended). If you do not have access to a lift, you may raise the car using a jack/jackstands or by using drive-up type ramps.
5. While under the car, remove and push to the side the black protective boot over the shifter assembly to expose the lower portion of the shifter. See Figure 4.



Figure 4: Black boot to be pushed aside

6. Remove the 2 C-type retaining clips along with the shifter pin to release the fork from the shifter. See Figure 5.

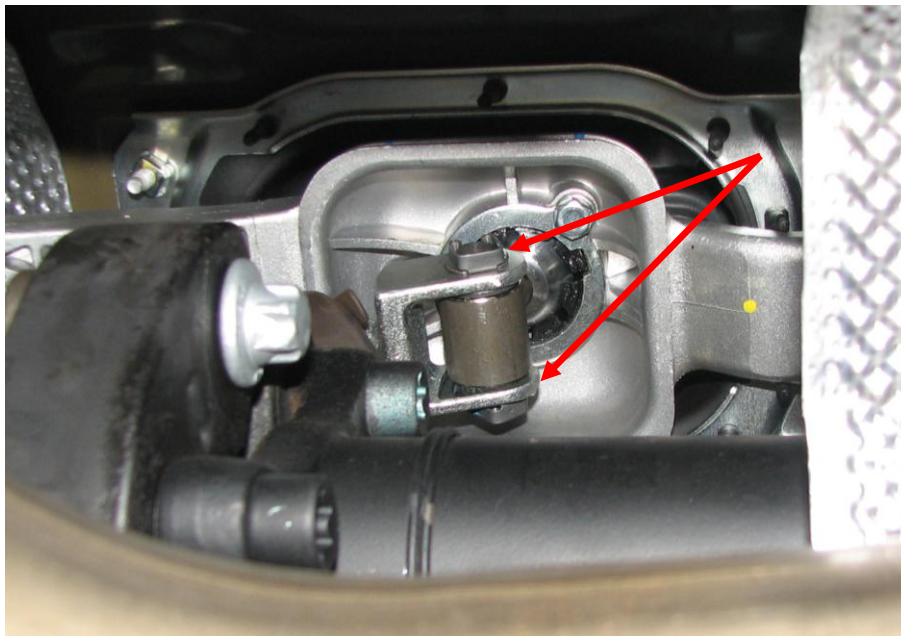


Figure 5: C-type clips to be removed

7. Push the fork aside, and remove the 2 bolts holding in the spherical bushing endcap. Remove the shifter, bushing, and the seal inside. It should look like Figure 6. Remove the spherical bushing and seal from the factory shifter.



Figure 6. Spherical bushing and seal to be removed

8. Insert the 2 supplied K-Prene bushings into the new SLP shifter. Be sure they are completely seated. See Figure 7.



Figure 7: K-Prene Bushing installation

9. Install the spherical bushing you removed from the factory shifter onto the SLP shifter. Put some grease or Vaseline onto the shifter seal removed earlier, and insert it into the hole where you removed the shifter from before you attempt to install the shifter. The grease will keep the seal from not falling out. If the seal falls out, apply more grease. See Figure 8.

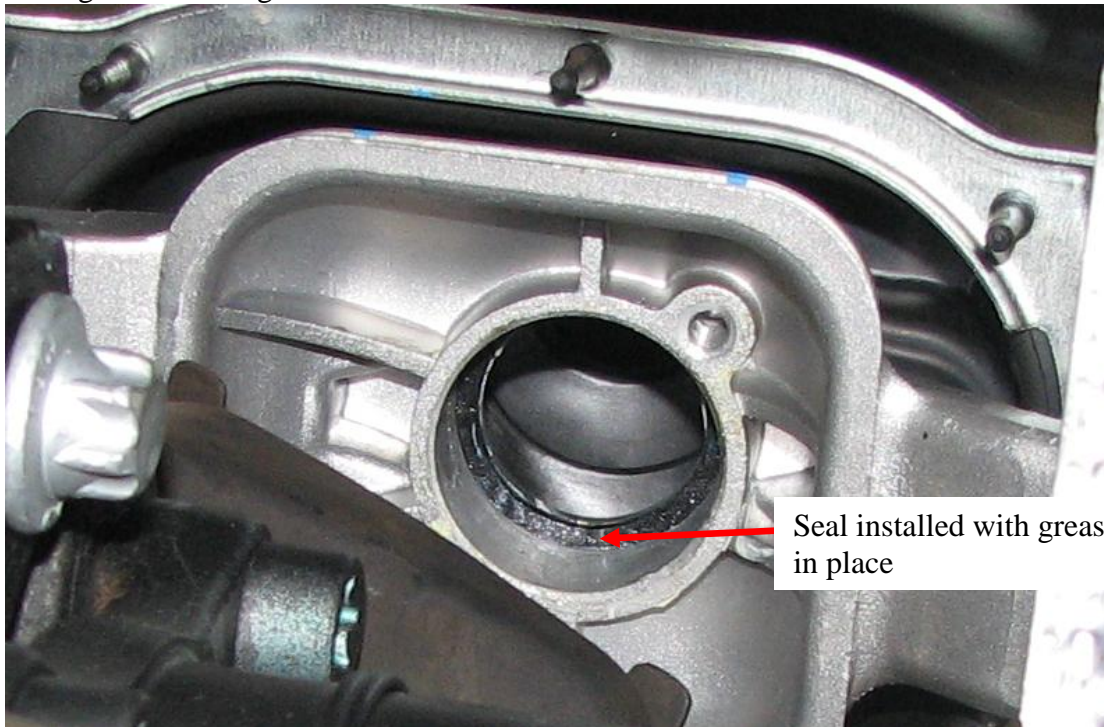


Figure 8: Installation of spherical bushing seal

10. With the seal in place, insert the SLP shifter into the shifter housing. (It makes this step easier if someone helps pull the shifter up from inside the vehicle, but is not absolutely necessary). Re-install the bushing endcap along with the 2 bolts to hold it in place. See Figure 9.

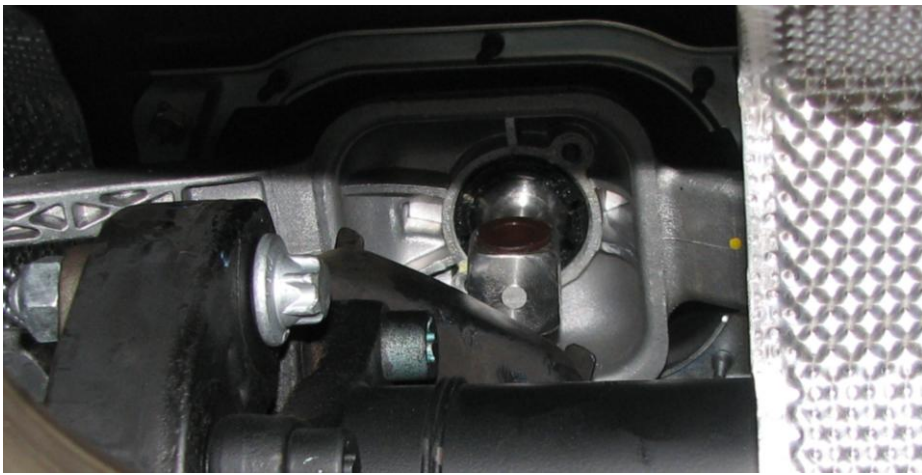


Figure 9: Installation of bushing endcap and bolts

11. Re-attach the shift fork to the shifter, along with the shifter pin and C-clips. Re-install the black protective boot.
12. Back in the vehicle, be sure the upper protective boot sits in the groove in the SLP shifter. See Figure 10.



Figure 10: Upper protective boot in place

13. Slide on the black SLP trim ring onto the shifter. Be sure the relief cut into the bottom faces downward. Use the provided set screw and fasten the trim ring to the shifter. See Figure 11.



Figure 11: Use set screw to fasten trim ring to shifter

14. Turn the factory shifter boot inside out exposing the zip tie holding the boot to the factory trim ring. Cut this zip tie off and remove the factory knob and trim ring. See figure 12. (you may need to open up the factory boot hole size if installing on a 2012 and above Camaro)



Figure 12: Turning the shift boot inside out to remove zip tie

15. With the shifter boot inside out and facing the correct way (the two seams next to each other in the boot should face forward) , slide the boot over the shifter as shown in figure 13 below. Use the provided zip tie and pull tight so the zip tie sits in the trim ring groove. Move the little nub to the front of the shifter so you do not see it through the boot when it is un-inverted. Cut off the excess from the zip tie.



Figure 13: Attachment of the shifter boot to the shifter trim ring

16. Pull the boot down so it is no longer inside out. Re-install the 4 boot screws to hold down the shifter boot and snap on the plastic trim piece removed earlier.
17. Screw on the provided shift knob.
18. Shift the car in and out of gear and make sure the gears engage.
19. The finished installation should look like Figure 14.



Figure 14: Finished installation

20. The installation is now complete! Enjoy!