Installation Instructions
HURST STAGE 1 SPRING KIT
2016-2017 Chevrolet Camaro SS
Fits: Coupe and Convertible
Catalog # 6130001

WORK SAFELY: Installation of any Hurst Spring Kit should be performed ONLY by a qualified mechanic with significant experience in removal and installation of suspension springs. Never work on a vehicle unless it is properly supported.

CAUTION: Special tools are required for the installation of this kit. Please refer to the factory service manual for a complete listing of special tools required, as well as the full procedure for safely removing the springs. Never use an impact gun to remove or install strut main shaft components.

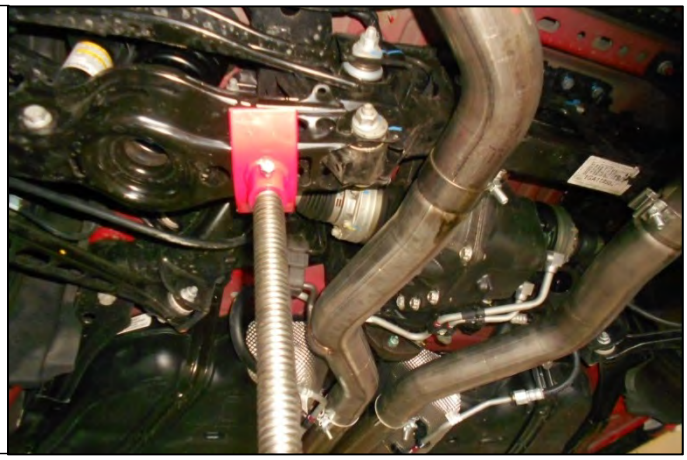
NOTE: Before installing your new Hurst springs, make alignment marks on all suspension components related to alignment. This will allow you to keep your alignment close to the factory specs. An alignment is necessary after the lowering springs are installed. All suspension components that have bushings, i.e.: control arms, need to be loosened, but not removed, to allow suspension to settle properly as well as preventing damage. When all components are loose, reinstall the wheels, and lower the vehicle. Allow the full vehicle weight to compress suspension. Bounce the vehicle a few times in the front and back to ensure springs are seated and suspension has settled. Tighten all suspension components to factory specifications. Make sure all alignment marks are lined up when tightening components.

REAR SPRING REMOVAL

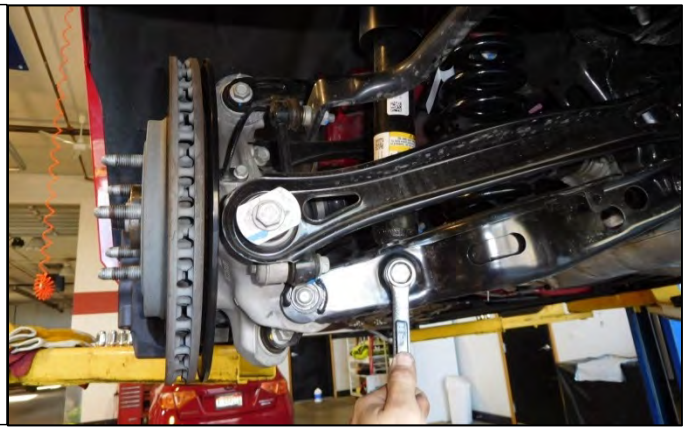
1. Raise and support the vehicle with a hoist or jack stands. Remove the rear wheels.

2. Remove the four plastic rear clips that mount the plastic control arm covers by pushing down on the center pin, then remove the covers.

3. Support the rear control arm with a screw jack or Hydraulic jack.



4. Remove the lower bolt from the rear shock.

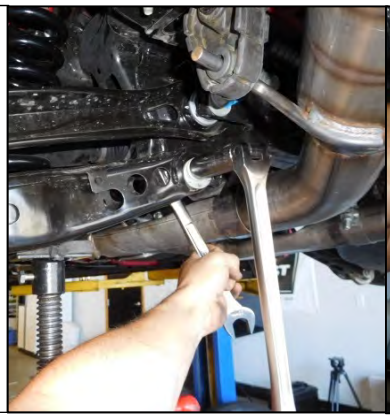


5. Loosen the bolt that connects the hub assembly to the rear lower control arm.

6. Make an alignment mark on the inner rear control arm washer and control arm.

Note: This is one of the areas where the rear wheel alignment is performed. Although it is required to have an alignment once installation is complete, having these marks will get you close when reassembling.

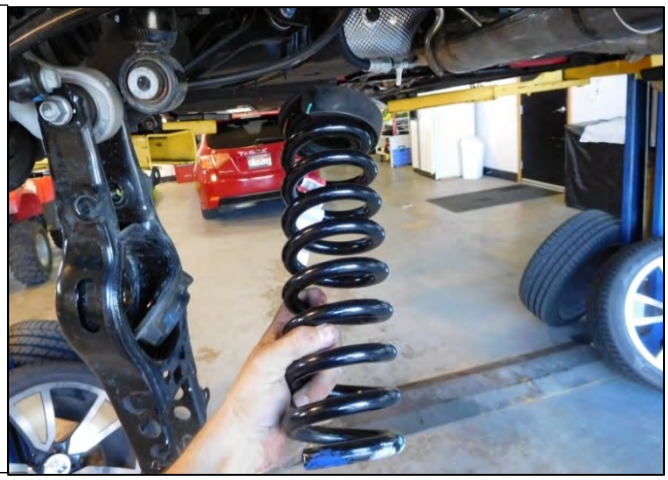
7. Remove the inner control arm bolt. This is a keyed bolt and washer.



8. Slowly lower the screw or bottle jack and let the control arm swing down.

CAUTION: The spring is under load.

9. Once the spring moves freely, remove the jack and let the rear control arm swing out of the way, while holding onto the spring.



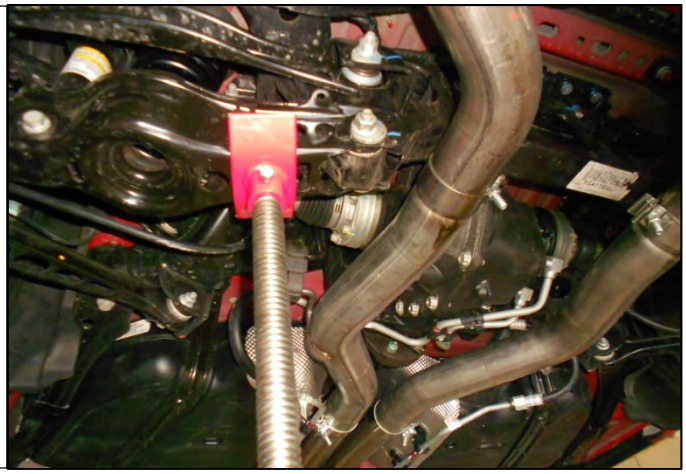
10. Remove the factory spring rubber from the top and bottom of the spring.

11. Install the factory upper and lower rubber on the new Hurst lowering spring. Align the spring stops on the top and bottom. To ensure proper installation, make sure the Hurst logo is facing up.

12. The lower spring rubber has a tab that aligns with a slotted hole in the spring pocket of the lower control arm. Install the spring into the lower control arm ensuring that the tab lines up with the hole.

13. Working in reverse order, install the Hurst springs

Note: Do not torque any suspension components until the vehicle has the wheels back on and the weight of the car is on the ground. This allows the suspension to settle properly so bushings aren't under any tension. If not done correctly the bushings may keep the vehicle from resting properly and may damage the bushings.



FRONT SPRING REMOVAL

14. With the vehicle still supported, remove the front wheels.

15. Install a M10/1.50 bolt into the upper portion of the spindle assembly until it makes contact with the strut. Use a nut to lock the bolt into position. This sets the alignment angles for re-assembly. Vehicle alignment is still needed.

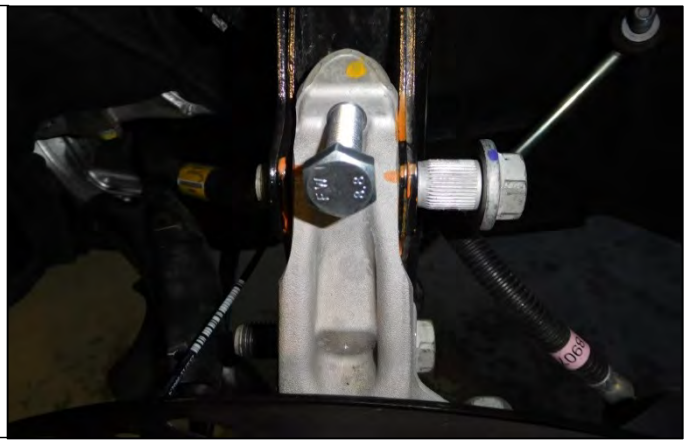
16. Remove the bracket bolt for the rubber brake line. Unclip retainer for the ABS sensor wire. Ensure both are free from the strut and don't have any tension on them.

17. Remove the upper sway bar link using a box end wrench with an allen wrench. Once the nut is removed, slide the threaded end of the sway bar link out of the strut assembly.

18. Remove the spindle assembly nuts from the bolts only. Do not turn the bolts.

Note: The bolts have splines and should not be turned.

19. Tap the bolts straight back, but do not remove them completely.



20. Loosen but do not remove the three upper strut assembly bolts from the strut tower.

21. Remove the spindle bolts and support the spindle assembly with something like an elastic chord. Make sure the spindle assembly is free from the strut and that there is no tension on the brake line or ABS sensor wire.

22. Support the strut assembly and remove the three strut tower bolts loosened in the previous step, then remove the strut assembly. Pay close attention to brake and ABS lines when removing the strut assembly, making sure not to snag them.

23. Remove the rubber cap from the top of the strut, exposing the nut. The nut will be removed in a later step.

24. With the strut assembly supported, use spring compressors to remove tension from the upper cup of the strut. Springs are under extreme tension. Great care should be taken to ensure safety. If using compressors like the ones shown in the image, tighten them evenly from side to side.

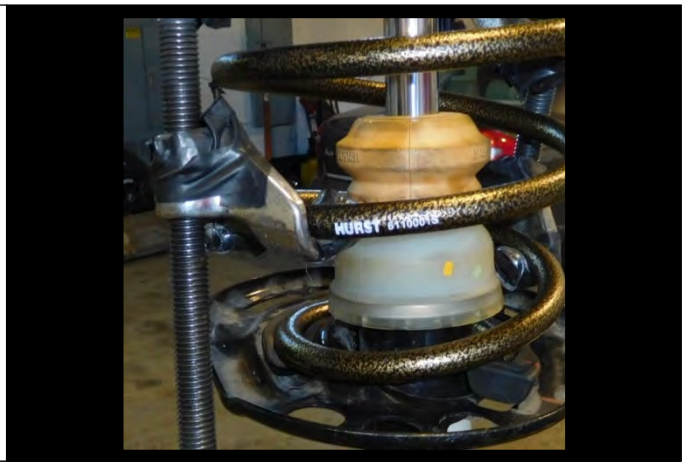
25. Once the upper cup no longer has tension from the spring, remove the nut holding the upper cup in position. A strap wrench may be needed to hold the shaft of the shock to allow the locking nut to be removed.

26. Remove the upper cup and rubber boot before removing the spring.

27. Remove the spring. Carefully loosen the spring compressors until they can be removed from the spring.

28. Install your new Hurst spring in the reverse order of removal. Take note of the rubber isolator on the strut assy. Align the new spring making sure it seats properly.

29. To ensure proper spring installation, make sure the Hurst logo is facing up like the image shown.



30. Also note that the upper cup assembly has no special alignment for the top of the spring. The upper cup assembly can be installed without any alignment marks.

31. Working in reverse order, install the strut.

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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