

T20 torx driver needed (2005-2007 and 2009 and Up)

Phillips Screwdriver (2008)

3mm hex key

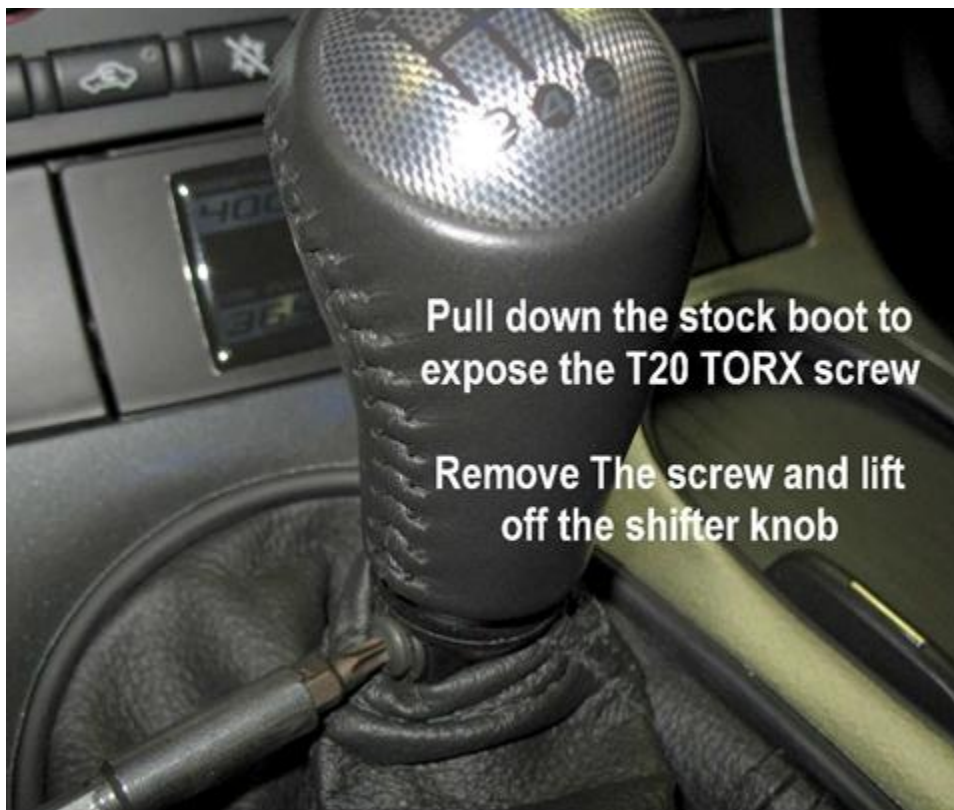
Loctite (optional)

SEE PAGES 2-3 IF YOUR SHIFTER BOOT HAS A CHROME RING AT THE TOP (GENERALLY 2008 AND UP)

Remove the OEM as shown below (if your boot has a chrome ring see page 2)

Start by installing the largest O-ring in the groove. Install your new shift knob, give it a few hard twists while putting down ward pressure to seat the knob.

This knob has a precision fit, it's critical to be sure the knob hole is in alignment with the screw hole in the shifter or you may strip the threads. The OEM screw has a starter stud in the front to help align the screw. If you meet resistance installing the screw, check alignment and try again. Reinstall the OEM screw using loctite if you have it. Tighten firmly using a ¼ ratchet if you have an adapter or as tight as you can if using a universal driver handle. Slip the boot over the O=ring working one side up and then the other, you may have to twist the boot over the ring.



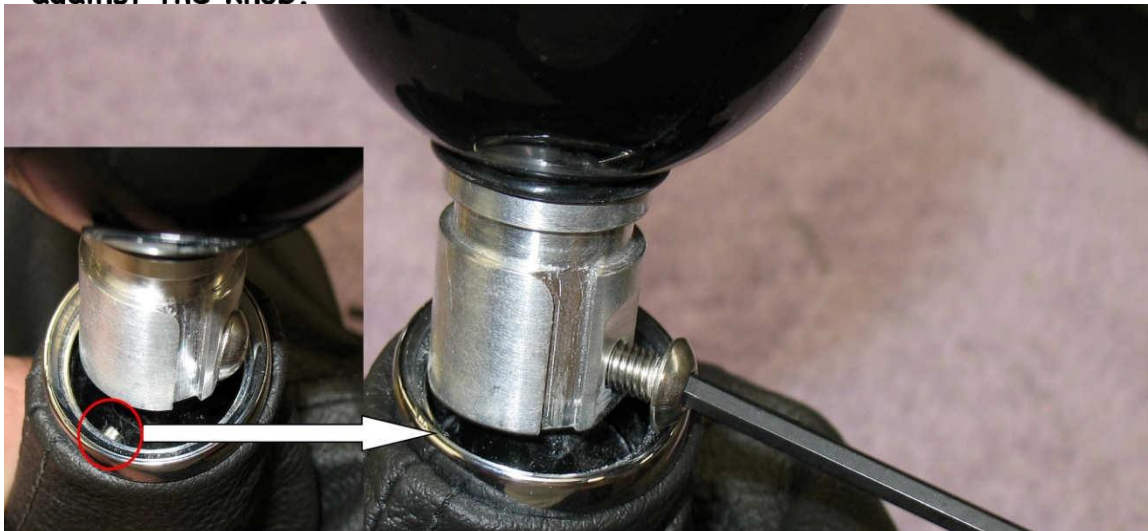
2008 and up (chrome Ring) shift knob installation

Remove the OEM knob by grasping the chrome ring and rotate it COUNTER CLOCK WISE until the ring drops down and exposes the screw on the driver's side. Depending on the yr, you will either have a Phillips or torx head screw. People have had problems removing the Phillips screw and most likely that is why GM switched to torx which is much less likely to have problems. To successfully remove the Phillips, I suggest the following. Use the best #2 Phillips screw driver you have (do not use a power driver). Remove the screw when the car is hot (after a good drive). Have someone hold the OEM knob and apply force from the passenger side as you apply pressure on the driver and remove the screw.





Due to variations we have seen in ring size, you should pre-fit the ring. Prior to bolting the knob in place, install it on the shaft and install the chrome ring (using the same method you used to remove it from the oem knob, just in reverse). It should be a little snug, but not so tight that you can't twist it back into position. You may need to install the larger o-ring, remove the small one or install both (if installing both make sure the larger o-ring is installed first and up against the knob).



Once you are happy with the ring fit, install the new bolt into the knob (loctite is optional) making sure you are aligned with the hole. Do not force the bolt in or you may strip the shifter. Using a 3mm hex key, making the bolt very tight. The fit between the bolt and the ring is very close and you **MUST** have the chrome ring positioned so the little tabs inside are facing front and back at the 12 and 6 positions. This will give you the most clearance to install the bolt. Reinstall the chrome ring and you are done.