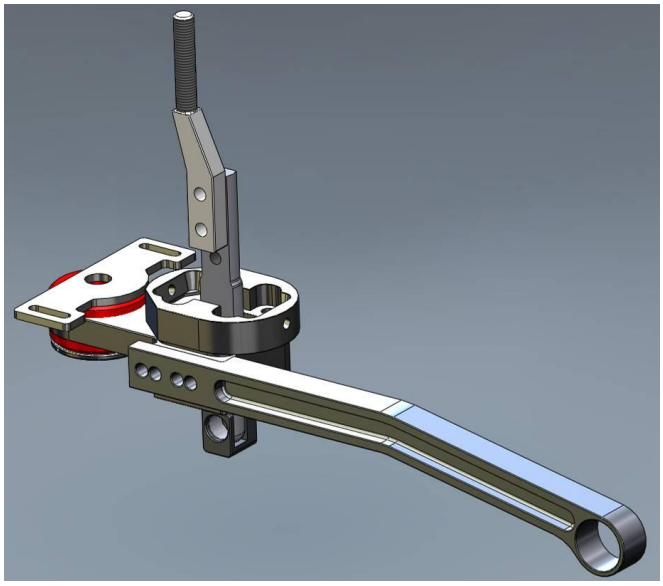
2005-2010 Steeda Tri-Ax Shifter

Installation Instructions for 555-7305 & 555-7311



Note: The installation of this shifter can be accomplished by someone with average mechanical skills. However, it is strongly suggested that a factory service manual be available to fill in the instructions that have not be addressed in this procedure.

I PREPARING THE CAR FOR THIS PROCEDURE

1. In order to access the shifter the car must be placed on jack stands or on a car lift. If you are using jack stand, be sure that the car is on solid level ground before attempting this procedure.

II REMOVING THE FACTORY SHIFTER

2. From inside the car unscrew the shift knob counterclockwise and remove the leather boot. The boot can be removed by carefully prying the front edge up with your fingers and sliding it off the shift lever. Set it aside as it is to be installed on new shifter. Make sure the vehicle is in neutral.

3. To remove the shifter you will need to loosen and remove the four driveshaft bolts (although, it is possible to remove and install the new shifter without removing the driveshaft, Steeda Autosports does not practice this technique). **Mark the bolt holes on both the driveshaft flange and the transmission flange to insure exact location when reinstalling the driveshaft**. As this is a two-piece shaft, you need to remove the bolts on the driveshaft center mount. Some cars have shims between the center mount and the chassis. Be sure to note this and mark any shims to insure they are reinstalled in their original location. Failure to do this could cause the driveshaft to vibrate.

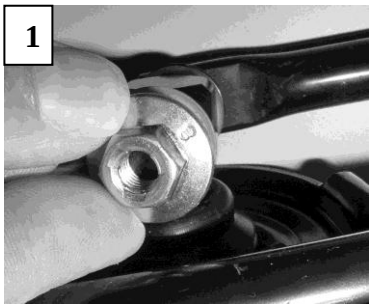
4. Remove the nut that secures the factory shift rod to the shift lever. Pull the shift rod out and let it hang out of the way. ***Picture 1***

5. Remove the bolt that attaches the shifter arm to the transmission. ***Picture 2***

6. Remove the two nuts that attach the rear shifter mount to the chassis just above the driveshaft flange on the transmission. Remove the shifter from the car.

7. Carefully remove the rubber boot from the factory shifter and set aside. ***Picture 3*** .

1



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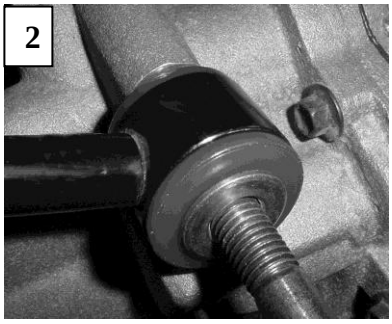

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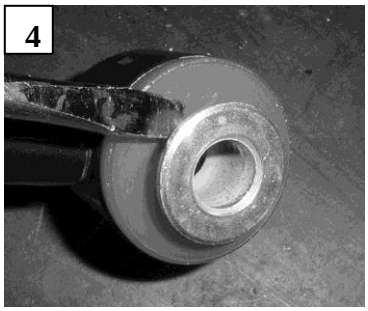
III INSTALLING THE STEEDA SHIFTER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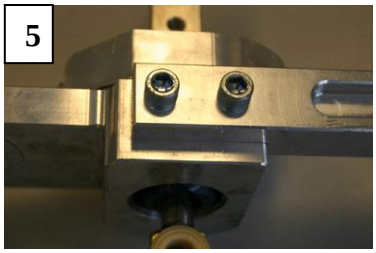
8. Pry the stock metal inserts from the bushing in the transmission arm of the factory shifter. Then remove the two piece rubber bushing and install them into the billet arm on the Steeda shifter. Then install the sleeve into the Steeda arm. ***Picture 4***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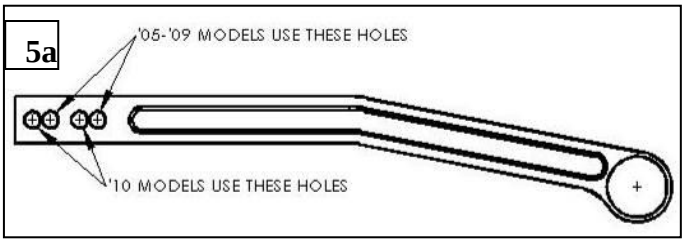
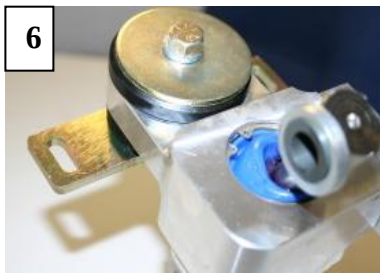
9. The shifter ships in two pieces, an Arm and a Base. Attach the arm to the base with the provided Socket Head Cap Screws. ***Picture 5***

9a. Ford changed the shifter position on the 2010 model and the Arm has been modified to allow use in all model years using the appropriate holes. **Picture 5a**

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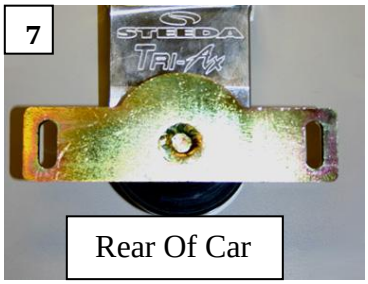
10. Assemble the rear shifter mount. Sandwich the rear hole in the shifter with the two provided urethane bushings. Then insert the flanged tube from the top with the round edge facing forward. Bolt the assembly together as shown using large washer, then the lock washer, and provided hex bolt. ***Picture 6*** (Note: The tail wing was revised for the 2010 Mustang and differs slightly from the picture but works for all models)

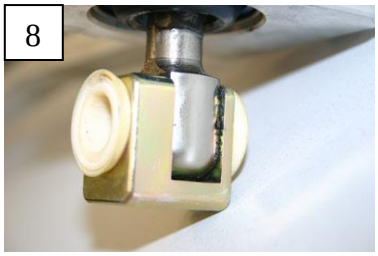
11. Fit the new Tri-Ax shifter into the opening in the chassis and attach the transmission arm to the transmission using the factory bolt removed in Step 5.

12. Attach the rear of the shifter to the factory studs on the chassis using the nuts removed in Step 6. ***Picture 7***



13. Grease the u-shaped bracket and insert it over the bottom of the shift lever. The wider side should be placed towards the drivers side of the vehicle. Reuse the nylon bushings from the stock unit as shown. ***Picture 8***

14. Grease the nylon bushings and insert the factory shift rod, driver's side first, and temporarily reinstall the factory nut removed in Step 4.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SET THE SHIFTER STOPS as follows:

Make sure all adjustments are done at this time. From inside the car you must adjust the shifter stops:

a) Back off the stop bolts so that the shifter moves freely into all gears

b) Place the shifter in 3rd gear and thread the stop bolt towards the shift lever until it contacts the shift lever.

c) Once the stop bolt contacts the shift lever, back off the bolt approximately a 1/2 turn, until there is a small air gap (about .025") between the shift lever and the stop.

d) Hold the bolt with a 1/2" wrench while tightening the jam nut against the shifter tower with another wrench.

e) Double check the space between the shift lever and the stop bolt. **When you push hard on the shift lever it should contact the stop bolt, but when you let go of the lever it should snap away and not touch the bolt. There must be a small air gap between them.**

f) Place the shifter in second gear and adjust the other stop bolt using the same procedure explained in Step e.

g) Shift the shifter through all gears and double check the stop clearance in each gear. **The shifter must be able to shift freely into all gears and rest in gear without interference from the stop bolts. Make any adjustments necessary to provide the correct gap as noted in Step c.**

15. After all stops are set you will need to remove the shifter and install the provided sheet of Dynamat.

16. First install the full sheet of Dynamat over the transmission tunnel with the adhesive backing paper still on the sheet. Once fitted, use a razor blade to cut out the shifter hole and any excess from the sides. Remove the sheet

and the adhesive backing paper then re-install in the car and smooth it down (Process illustrated on a 2010 Mustang with a Steeda Sport Shifter installed). ***Pictures 9 , 10 , & 11***

9

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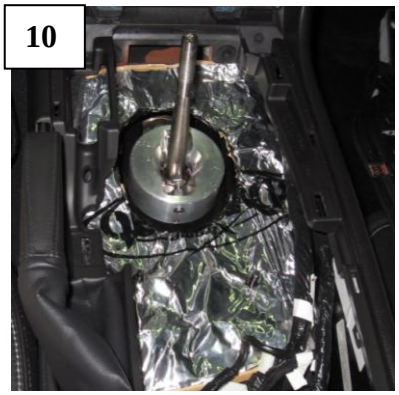

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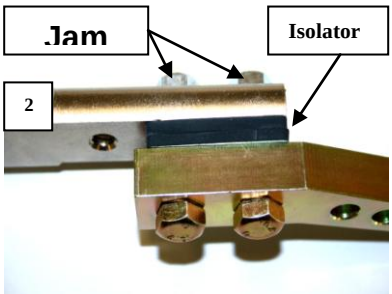
17. Install the factory boot by stretching it over the shifter base.
18. Reinstall the Tri-Ax shifter following Steps 10, 11 & 14. Be sure to use the provided new flange nut to attach the shift rod to the shift lever, Thread locking compound is highly recommended. At this time tighten all bolts securely. It is recommended that the handle be installed in the **higher position for the greatest driver comfort**. For the **shortest throw, install the handle in the lower position**. **For Clearance purposes it is recommended that the handle be installed on the passenger side of the shift lever.**
19. Re-install the shift boot and knob. **Important:** Always **use an anti-seize compound on the threads** when installing an aluminum shift knob onto the Steeda shift handle.

STEEDA SHIFTER ISOLATOR KIT

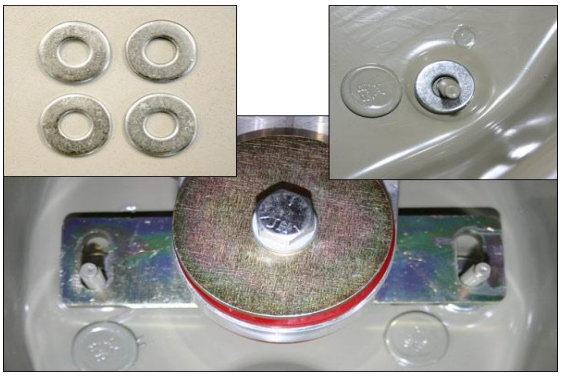
1

1. The rubber isolator is designed to go between the shift lever and the shift handle.
2. Insert the supplied bolts through the handle, through the isolator and then screw them into the shift lever. Tighten to desired firmness and lock the assembly together using the two supplied jam nuts. See Pic #2.



TECH TIPS

1. Variation in the transmission height may cause the shift to be extremely tight and very difficult to move. If this is the case, use two of the four washers (shown below) between the rear of the shifter body and the chassis. If problem persists, add the second set of washers.



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