



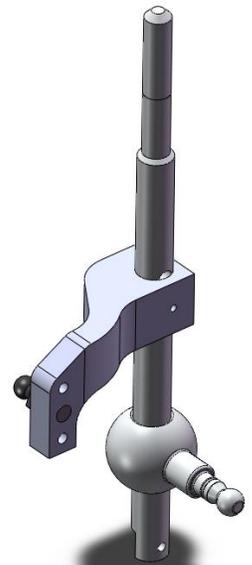
# STEEDA

## Tri-Ax Shifter

For: 2012+ Ford Focus

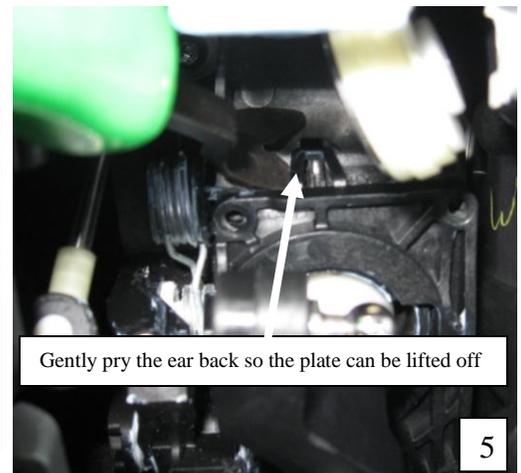
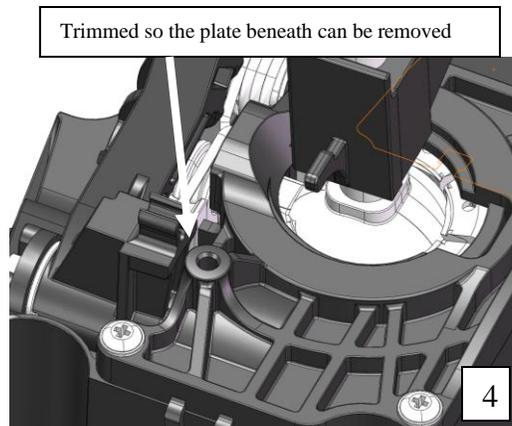
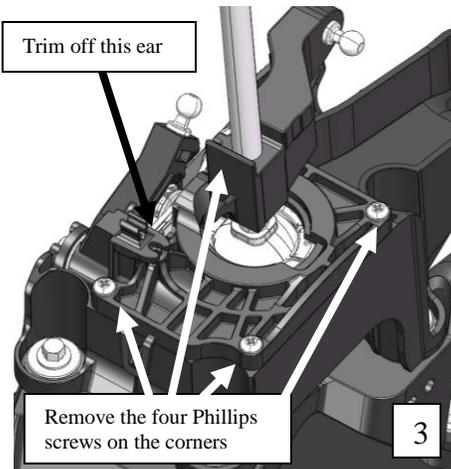
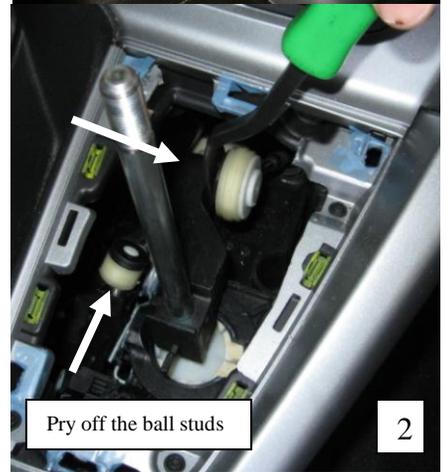
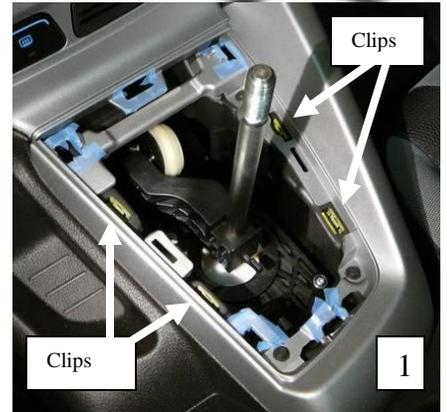
Installation Instructions For Kit #555-7236

- This shifter **DOES** require permanent modifications to the center console assembly **ONLY** if you decide to use the middle or maximum throw reduction options. The minimum throw reduction option does **NOT** require any modifications to the center console assembly.
- This shifter is rather difficult to replace due to tight fitment. If you are not familiar with Ford FWD car shifters, a qualified technician should be used.



### Removal of the Factory Shifter

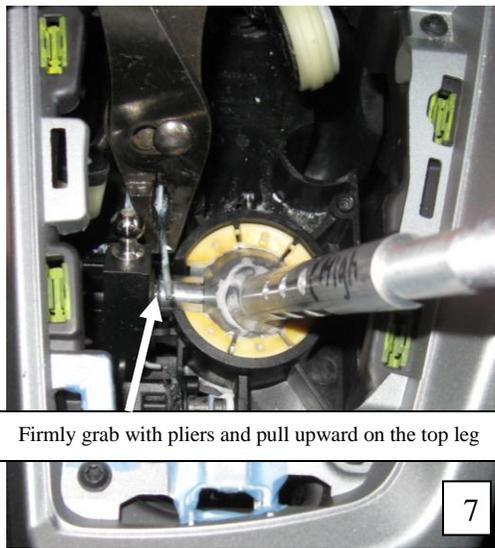
1. Place the car on a level surface with the transmission in neutral and engage the parking brake.
2. Gently lift up/tug on the trim bezel around the shifter boot. There are four clips to unclip, two on the left and two on the right. This is easiest to do by gripping the bezel through the boot. You may want to shift/reposition the boot when doing the left and right sides. See figure 1 for location of the clips.
3. Hold the shifter knob boot collar (around the base of the shifter knob) to prevent it from twisting, and unthread the knob. Set the boot, trim bezel, and knob aside.
4. Gently pry the shifter cable sockets off both ball studs on the shifter. This can be done with a small prying tool, or a large flat tip screwdriver between the shifter and the socket. See figure 2.
5. Carefully trim the assembly locking ear on the shifter base with a pair of sharp side-cut pliers, or similar tool. See figure 3. Enough of the ear must be removed so that the plate below it can be unclipped. The ear is used solely for locking the shifter in place during shipping. See figure 4.
6. Remove the four Phillips head screws on each corner of the plate, securing the shifter top plate to the base. See figure 3.
7. Carefully unclip the two plastic ears securing the top plate to the shifter base. They are located in the front and rear of the top plate. See figure 5.
8. Unload the torsion spring on the side arm of the shifter (see figure 6) with a pair of needle nose pliers as seen in figure 7. It is most convenient to rest the spring's top leg on the side arm as seen in figure 8.
9. Carefully pull up on the shifter lever and pull the assembly out of the base.



This spring must be unloaded prior to shifter removal

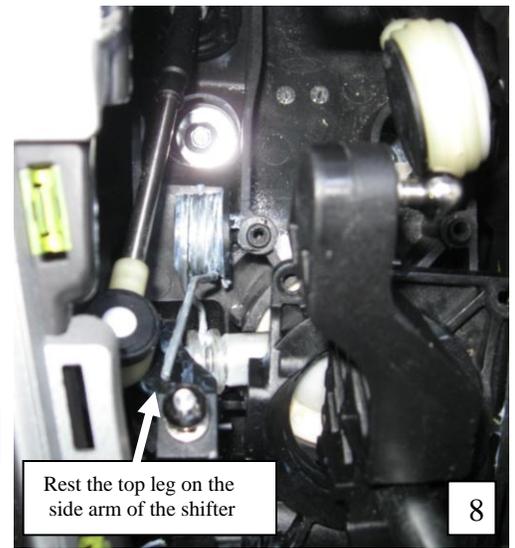


6



Firmly grab with pliers and pull upward on the top leg

7



Rest the top leg on the side arm of the shifter

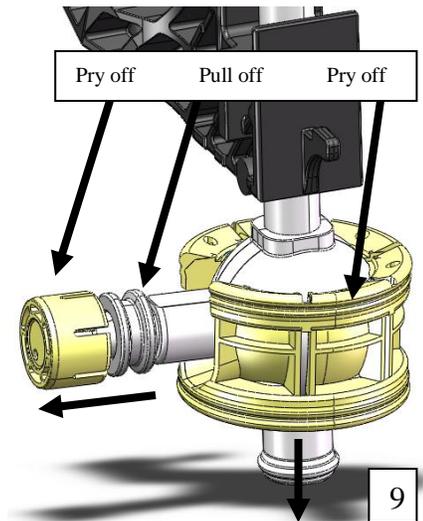
8

### **Disassembly of the Factory Shifter**

10. Carefully pry off the small plastic socket from the end of the shifter arm. See figure 9.
11. Carefully remove the clear rubber O-Ring from the arm of the shifter. See figure 9.
12. Carefully pry off the large plastic socket from the main lever. See figure 9.
13. Slip the top plate off the factory shifter.

### **Assembly of the Steeda Tri-Ax Shifter**

14. Transfer the clear O-Ring onto the Tri-Ax shifter side arm. It is to be located in the same position and orientation as the factory shifter.
15. Transfer any remaining grease on the factory shifter to the similar parts on the Tri-Ax shifter. Adding some additional Lithium grease may be desired.
16. Carefully transfer both plastic sockets onto the Tri-Ax shifter.
17. Transfer the top plate from the factory shifter over the Tri-Ax lever.
18. Install the billet shifter arm over the lever as seen in the figure next to the title. Install the provided dowel pin into the side of the shifter arm and through the chosen hole (\*\* see the adjustment section below) in the lever. Secure the arm in place with the provided 5/16" set screws. A small amount of Loctite is required for the set screws.
19. Thread the provided ball stud to the shifter arm as seen in the figures below. A small amount of blue Loctite is recommended. See the adjustment section.

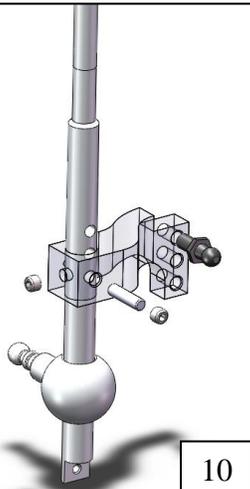


9

#### **\*\*Adjustment Note:**

- The top hole in the shifter lever provides the most throw reduction; the bottom hole provides the least. See the three figures below to understand how to properly assemble the shifter based on your desired amount of throw reduction.

Minimum throw reduction

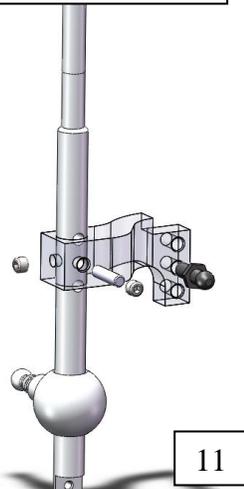


10

Thread ball stud into top hole

Install dowel pin into bottom hole

Medium throw reduction

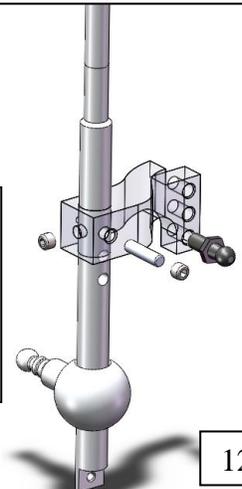


11

Thread ball stud into middle hole

Install dowel pin into middle hole

Maximum throw reduction

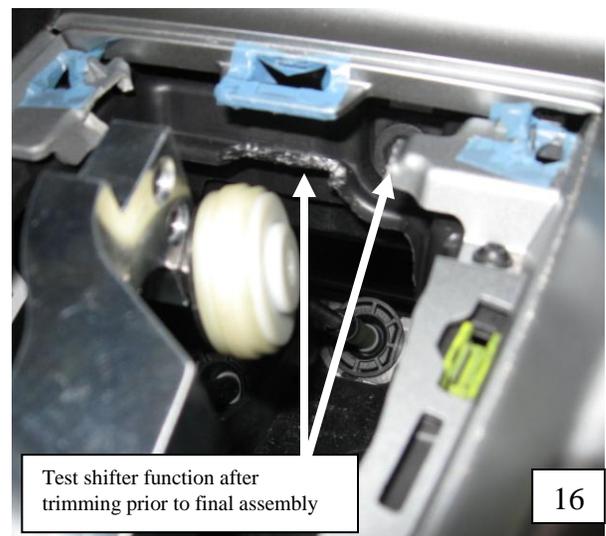
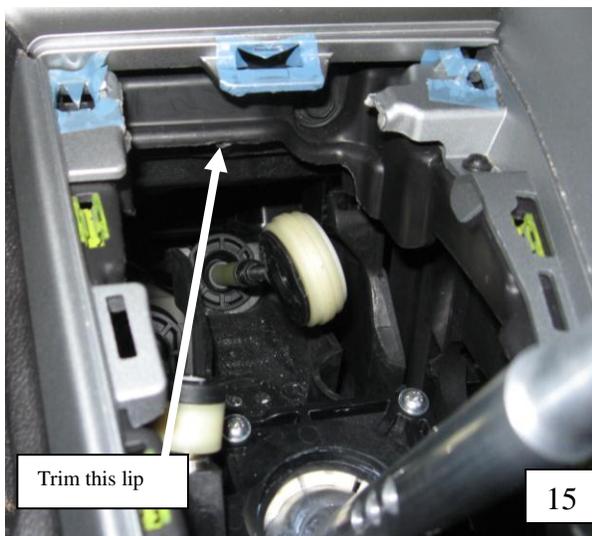
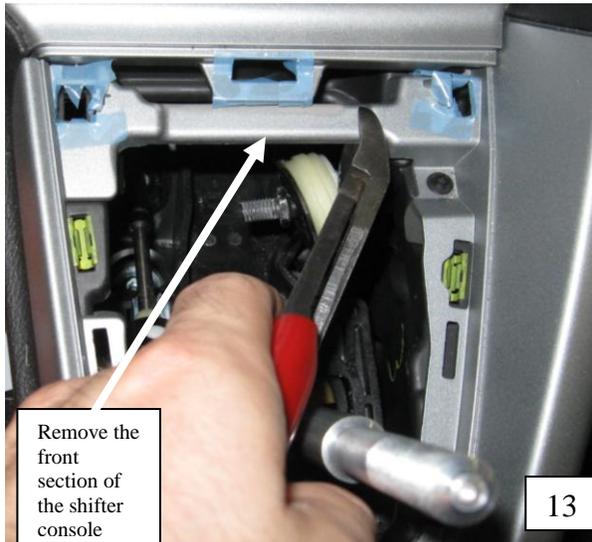


12

Thread ball stud into bottom hole

Install dowel pin into top hole

- If using the middle or max throw reduction you will have to trim the center console to gain the necessary clearance.
  - To trim the console, follow the steps below.
    - CAREFULLY cut the center strip between the front clips of the shifter bezel as shown in figures 13 and 14. A Dremel tool, or sharp cutting pliers are recommended. This will **NOT** affect how the shifter bezel fits or appears later.
    - CAREFULLY trim off the edge of the black base as seen in figures 15 and 16. Again, a Dremel tool, or sharp cutting pliers are recommended. This will have no noticeable effect on the rigidity of the center console.



### **Installation of the Steeda Tri-Ax Shifter**

20. Install the Tri-Ax shifter assembly in the same location and orientation as the factory shifter.
21. Complete installation in reverse of removal. **Note:** prior to reinstalling the shifter bezel and knob, shift the transmission through all gears to ensure there is no binding or rubbing with any parts in the center console/shifter assembly. Any rubbing will require additional trimming to the console components and should be performed in small increments.
22. You are done. Test drive the car to verify shifter function.

Thank you for choosing Steeda Autosports! If you have any questions or comments please call us at 954-960-0774 or email [GoFast@Steeda.com](mailto:GoFast@Steeda.com)