



STEEDA

Steeda Tri-Ax Shifter Installation Instructions **For: 2010+ Mustang GT with the Tremec S197 T-56 Magnum Transmissions (Conversion)**

Tremec Shifter Removal

1. Apply the parking brake and place the car in neutral. If you are not using a hoist, place chocks on both sides of the rear wheels to prevent any possibility of the car rolling.
2. From inside the car, unthread the shifter knob.
3. Open the rear door of the center console and carefully unclip the center console cover from the center console by prying up between the cover and bar. Gently lift up on the sides of the cover to unclip the rest of the clips. There are around 6 clips securing the cover to the console. .

Note: The factory leather shifter boot collar has two small FRAGILE plastic ears securing it to the upper lever. Care MUST be taken to gently slide the collar up the lever while lifting off the center console/shifter boot, or the ears will break off!

Note: Be sure to disconnect the electrical connectors for the traction control, and cupholder illumination, if so equipped.

4. Set the center console aside, pull the sound deadening/insulating fabric over the shifter lever and fold it back behind the shifter and rubber boot, out of the way.
5. Carefully lift the factory rubber boot up and off the shifter lever, shifter base, and the floor pan to expose the Tremec shifter assembly.

Note: Mark the boot's orientation to the floor pan for re-installation purposes. The boot is not simply round and must be oriented in place to fit as intended.

6. Remove the four bolts securing the shifter base to the transmission. See figure 1. Lift the shifter out of the car. Carefully remove any silicone that is remaining on the transmission/shifter mating surface. A plastic scraper or a gentle sandpaper is best for removal. Be mindful that the transmission is made from ductile cast aluminum and will gall/gouge easily. See figure 2.

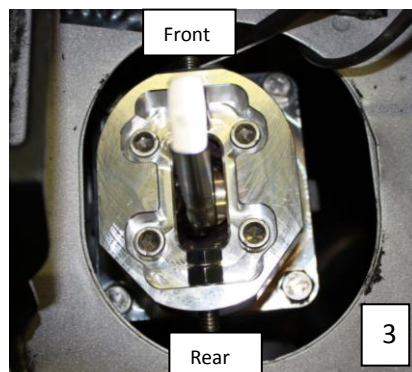
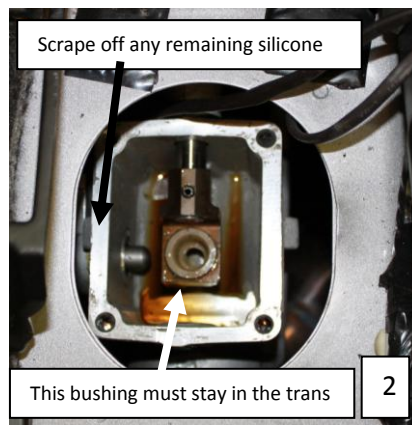
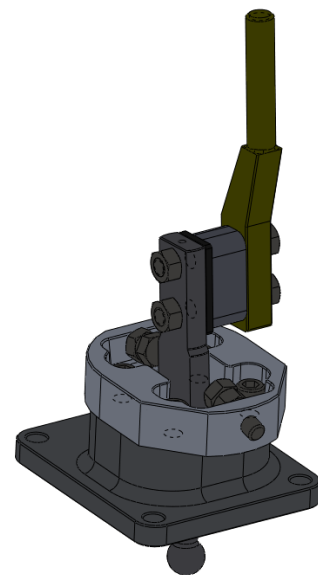
Steeda Tri-Ax Shifter Installation

7. Make sure the bushing is still in the shifter linkage as seen in figure 2.
8. Apply a thin bead of silicone gasket maker to the transmission mounting surface.
9. Install the new shifter. The round end of the shifter top goes forward, with the flat angled sides towards the back of the car. See figure 3

10. Bolt the upper shifter lever to the lower shifter lever as seen in figure 4 with the provided bolts and nuts
Note: to reduce shifter NVH, install the provided rubber shim in between the spacer and lower lever.

Shifter Stop Adjustment

- a) Back off the stop bolts so that the shifter moves freely into all gears.
- b) Place the shifter in third gear. **Push forward firmly on the lever while turning the stop bolt in by hand until it contacts the shift lever. Once the stop bolt contacts the shift lever, back off the bolt 1/6 turn, until there is a small air gap (about .010") between the shift lever and the stop, while still applying pressure to the lever.** Pushing on the lever takes all of the slack or play out of the linkage, ensuring you get the proper adjustment.
- c) Hold the bolt with a 1/2" wrench while tightening the jam nut against the shifter tower with another wrench.
- d) Double check the space between the shift lever and the stop bolt. **When you push very hard on the shift lever it should barely contact the stop bolt, but when you let go of the lever it should not touch**



the bolt, but instead have a small air gap between them.

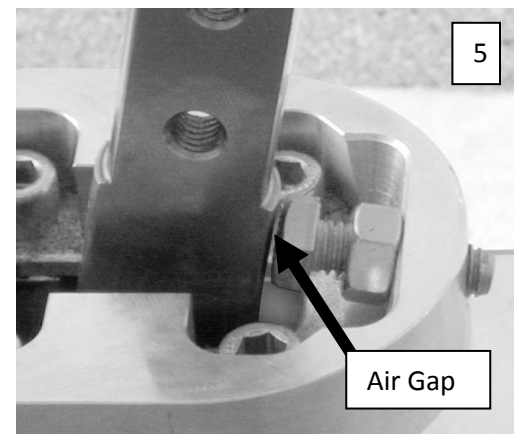
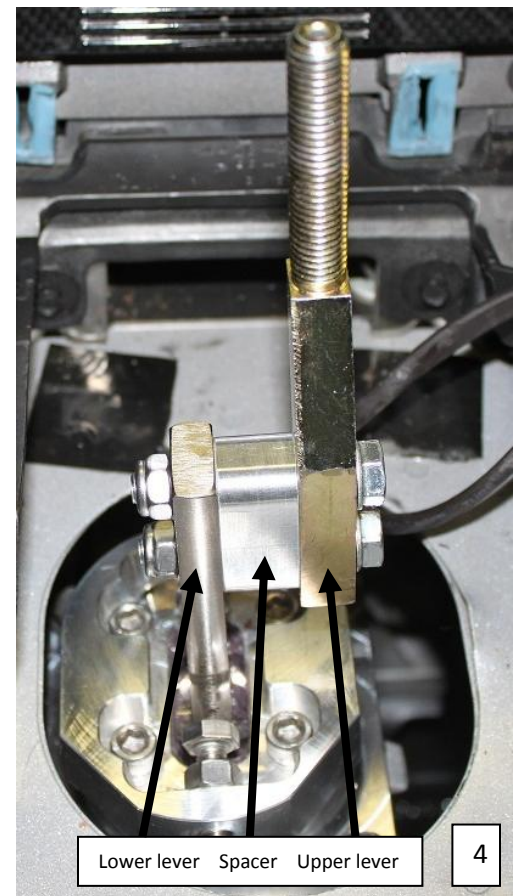
e) Place the shifter in second gear and adjust the other stop bolt as outlined above.

f) 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 without interference from the stop bolts.**

! IMPORTANT! Stops that are set too close to the shift lever may prevent the gears fully engaging, causing serious damage to the transmission. The stop bolts are there to prevent the lever from being *over* -extended. They should not be engaged during *normal* operation. When in doubt, leave a little extra space between the lever and the stop bolt.

! IMPORTANT! Whenever the shifter is removed from the transmission the stop bolts must be reset when the shifter is reinstalled.

11. Reinstall the rubber boot over the shifter and the floor pan. The bottom hole in the shifter boot may need opened to a slightly larger diameter in order to fit over the new shifter's base securely.
12. From inside the car, reinstall the insulation/sound deadening material back over the shifter and the floor pan.
13. Install the center console cover back over the center console and reconnect any electrical connectors that were disconnected.
14. Clip the center console back into place.
Note: Make sure all the clips snap back into place.
15. Reinstall the shift knob. You are done!!



IMPORTANT! Many T-56 transmissions have a reverse lockout solenoid which is designed to prevent you from accidentally engaging reverse gear. It may be necessary to wire a 12 volt switch to the reverse lockout solenoid, to disengage the lockout when you want to engage reverse gear. Do not attempt to force the transmission into reverse. Once the reverse lockout is disengaged the shifter should go into reverse easily. For safety it is recommended to use a “momentary switch” which only temporarily allows access to reverse and then reverts back to the “locked out” condition when you are not holding the button. Contact your transmission supplier if you need more information about the reverse lockout switch.