

Steeda Tri-Ax Shifterfor Tremec 3550 & TKO Installation Instructions

REMOVING THE FACTORY SHIFTER

Note: **1986 and earlier cars** require removal of the center console to install the shifter. Consult a shop manual for this procedure. You may find that it is easier just to remove the transmission from the car. All other cars follow the procedure below.

1. Unscrew the shift knob and remove the shift boot and console cover plate assembly. (Push your fingers into the boot, hook your fingers under console plate and lift up).
2. Remove the factory shift handle.
3. Remove the four bolts (8mm) holding the inner rubber shift boot plate. Remove the boot.
4. Remove the six bolts (13mm) holding the shifter to the transmission.

Note: A 1/4 " drive swivel socket and extension will be necessary to reach some of the bolts.

Because the exact position of the engine, transmission and floorpan varies greatly from car to car, on a few vehicles it may be necessary to unbolt the transmission mount from underneath the car and pry the transmission to the left to gain access to the bolts.

5. Remove the shifter from the transmission. You may have to pry the shifter off the transmission because the adhesive sealant bonds the shifter to it. A quick blow to the shifter **base** (not lever) with a block of wood will usually break the shifter free without damaging it.

II INSTALLING THE STEEDA SHIFTER

6. Scrape any remaining gasket material off the transmission and clean off any oil or dirt.
7. **Make sure the plastic bushing is still in the transmission** where the shift lever moves the gear selector. If it is not there, look for on the end of the shifter, as sometimes it comes out with the stock shifter.
8. Apply a thin bead of silicone gasket maker to the transmission mounting surface.
9. Install the new shifter using the original shifter bolts.
10. **SET THE SHIFTER STOPS as follows:**

ATTENTION! DO NOT SET THE STOPS THE SAME WAY THEY ARE SET ON A T-5 OR T-45 TRANSMISSION. THE TREMEC NEEDS A MUCH BIGGER GAP BETWEEN THE STOP BOLT AND THE SHIFT LEVER AT REST. If the stops

are set too close to the lever, the transmission will not fully engage the gear, which may damage the transmission. Steeda Autosports is not responsible for damage caused by incorrectly adjusted stop bolts.

- a) Back off the stop bolts so that the shifter moves freely into all gears.
 - b) Place the shifter in first gear. **Push forward on the shift lever and hold it as far forward as it will go** while threading the stop bolt towards the shift lever by hand until it contacts the shift lever.
 - c) Once the stop bolt contacts the shift lever, back off the bolt 1/3 turn, until there is a tiny air gap (about .010") 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 on the shift lever it should **just barely** contact the stop bolt, but **when you let go of the lever it should spring back and not touch the bolt.**
 - f) Place the shifter in second gear and adjust the other stop bolt.
 - 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.**
11. Place the BootGuard washer over the shift lever. (The large washer slips over the top of the lever and slides down until it sits on the "step" in the lever.)
 12. Place the inner shift boot (with mounting plate) over the shift lever until it rests on the BootGuard. Reinstall the inner boot with the four factory bolts.
 13. Install the new shift handle at the desired position with the two bolts (8mm x 25mm long) and lock washers provided. For smoother shifts and greater driver comfort install the handle in the higher position. For the shortest throw, install the handle in the lower position. Tighten bolts securely with a wrench.
 14. Install the console cover plate, 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.

