



Installation Instruction

PRODUCT:
S650 Pro MT-82
Short Throw Shifter
PART NUMBER:
555-7320

APPLICATION
2024 Mustang S650

PARTS LIST:



Package Includes

1. Steeda MT-82 Shifter
2. 2 X Aluminum bushings
3. 2 X 4MM set screws
4. Grease pack

Tools required

1. 7mm socket
2. 10mm socket
3. 15mm socket
4. 3/8" socket
5. 3/32" Allen wrench
6. T20 Torx bit
7. Jack and jack stands/lift
8. Flathead screwdriver
9. Vise grips
10. C-clamp
11. Pry bar

Disassembly: Cockpit

1. Remove the panel covers in the front of the center console by hand. These are held in by clips and magnets and by removing the two torx bolts holding the drift brake handle in place. *Figures 1 & 2.*
2. Using a 7mm socket remove the 4 bolts (2 on each side) which hold the center console to the transmission tunnel. These are located in the front of the center console under the access panels which were just removed. *Figure 2.*



Figure 1



Figure 2

3. Unscrew and remove the shift knob.
4. To remove the center console, open the center console storage area and use a flathead screwdriver to detach the plastic center console cover as shown. This is held in by 4 clips in the storage area, 2 clips on the side of the console and 2 clips on the front of the console. Once the 4 clips in the center console storage area are released simply lift up to detach the 2 clips located on the side of the center console. *Figures 3 & 4*
5. Detach the electrical connector underneath the cup holder and continue lifting up on the console, to disconnect it completely. *Figure 5*



Figure 3



Figure 4

7. Use a flathead screwdriver to release the three prongs holding the shift boot to the reverse lockout collar and then remove the center console completely. *Figure 6*
8. Remove the stock sound deadening material.
9. Remove the factory rubber boot.
10. Next you must press the factory roll pin out of the stock shifter. Put the shift lever into 1st or 2nd gear, then put a socket on one side of the roll pin and use a C-clamp to press out the pin into the socket. The pin will not press all the way out, use vice grips to pull the roll pin out the remaining distance.
11. Once the pin is removed, remove the spring from the shifter and place the shifter in neutral.
12. Use the T20 Torx bit to remove the factory reverse lockout collar.



Figure 5



Figure 6

Disassembly: Underbody

1. Jack up your car and place it on jack stands, if possible, use of a lift is suggested.
2. Once your car is in the air, place a support under your transmission, a floor jack will work well for this.
3. Using a 15mm socket remove the 4 nuts which clamp the exhaust sleeves in place. Slide these out of the way to allow your exhaust to drop down.

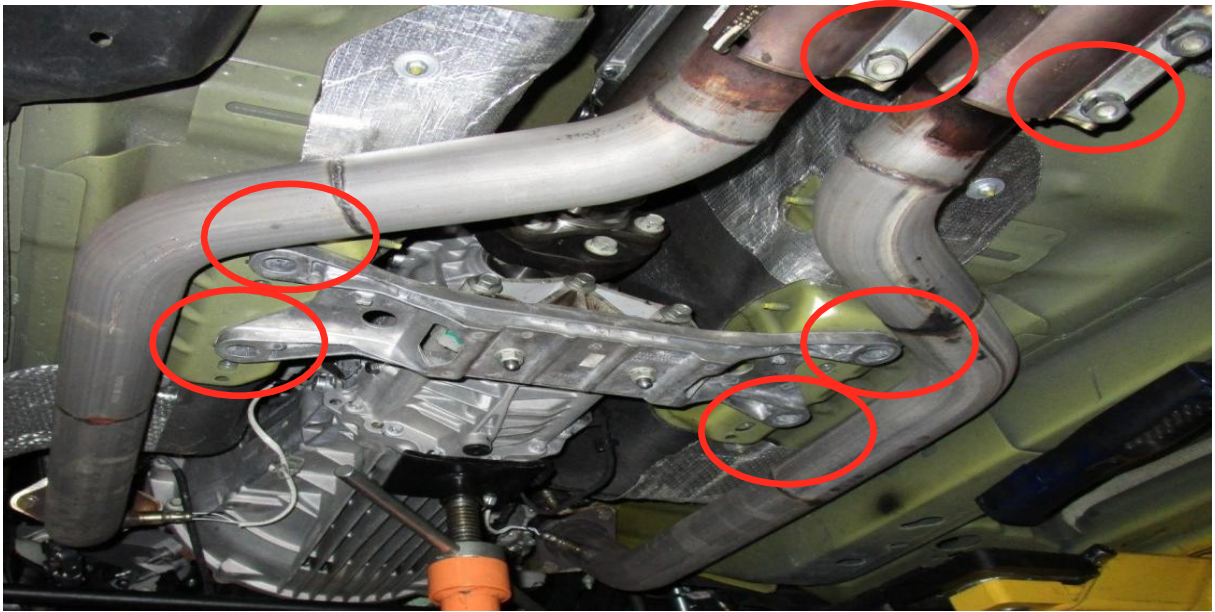


Figure 9

5. Make sure your transmission support is secure; using an 18mm socket remove the 4 bolts which secure the transmission mount to the chassis. *Figure 9*
6. Lower the transmission 3-4" relative to the chassis so that you can gain more clearance to access the bolts on the top half of the transmission. *Figure 10*



Figure 10

7. Located on the front of the shifter base, slide the rubber boot for the shift linkage off the shifter base.
8. Remove the 2-10mm nuts, securing the shifter base bushing bracket to the chassis.
9. Remove the 4-10mm head bolts, securing the shifter base lower cap to the shifter base. Be careful not to damage the gasket, located between the lower cap and the shifter base. It will be reused. See Figure 11.
Note: When this lower cap is removed, the shift linkage will be able to fall out of the shifter base. Be sure not to lose the bushing that is installed on the end of the shift linkage. Set the linkage aside while continuing with the removal.
10. Remove the 2-10mm head bolts, securing the shift lever bushing support plate into the shifter base. See Figure 12
11. Remove the shift lever, by pulling down on the lever from underneath the car.
12. Remove the factory bushings and spacer from the shifter assembly. See Figure 13.



Figure 11

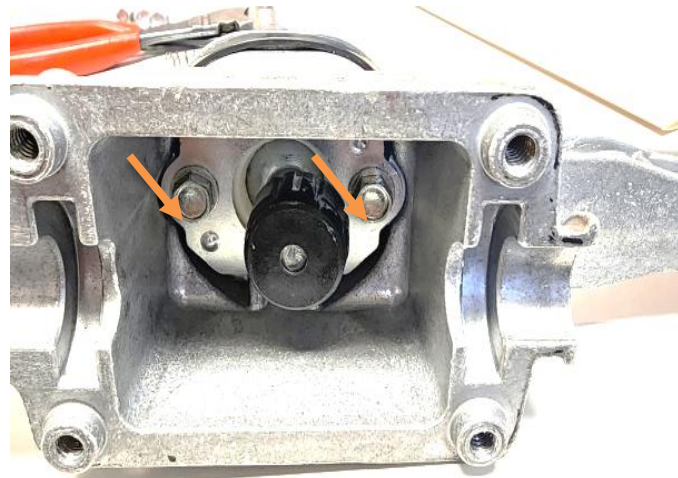


Figure 12



Figure 13

Installation of the Steeda short throw shifter

1. Remove both bushing cups from the factory shift lever. Transfer both bushing cups over to the Steeda shift lever. Be sure to transfer the large bushing cup first, and then the small one. Make sure the bushing is greased. See Figure 14.
2. Install the Steeda short throw shifter in reverse order of removal of the factory shift lever.
3. Install and tighten the shift lever bushing support plate to 84 in-lbs. Be sure when re-installing the shift linkage, to place both linkage bushings in their correct spots, and that the lower shift lever bushing is firmly seated into the shift linkage cup. Re-install the shifter base gasket, making sure to place it back over the dowel on the rear of the shifter base. Re-install the shifter base lower cap to the shifter base, and tighten the 4-10mm head bolts to 84 in-lbs.
4. Install the shifter assembly back from underneath the car. See Figure 15.



Figure 14

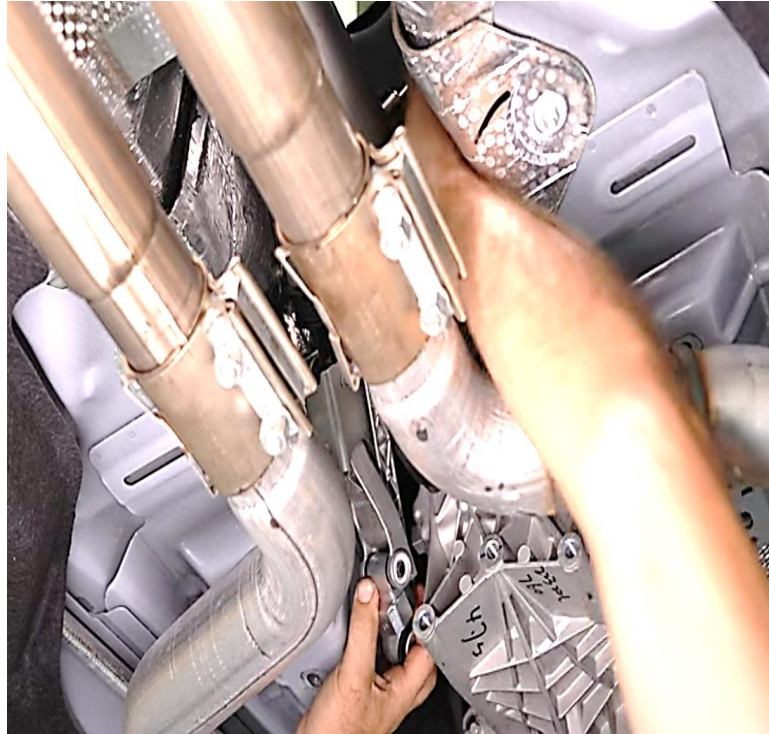


Figure 15

5. Install the factory reverse lockout collar orienting it so that the vertical slot aligns with the Torx bolt hole. Do not apply Loctite to this bolt as it could prevent smooth operation of the reverse lockout collar. Try moving the reverse lockout up and down several times to make sure the gasket fully seated properly. See Figure 16.



Figure 16

6. Slide the spring over the shaft of the shift lever and install the two supplied 4mm x 0.8 set screws into the shift lever. Make sure both are spaced equally in the threaded holes and tighten them down firmly. Then install the factory white plastic anti rattle washer on top of the set screws. See Figure 17.
7. Insert Steeda provided aluminum bushings into the shifter assembly. See Figure 18.



Figure 17



Figure 18

8. Install the white factory sound deadening material around the shifter.
9. Re-install the rubber shift boot, by sliding it over the reverse collar, and placing it around the edges of the shifter base. See Figure 18.



Figure 17

10. Re-install the center console cover and make sure you plug back in the electrical connector or connectors under the cup holders (the car will not start if you don't). This will simply snap back into place.
11. Install factory shifter boot and pull up reverse collar into the top of the Steeda reverse lockout. Then tighten the 3 set screws evenly to hold the factory collar in place. Make sure they are evenly and snug, this piece is Delrin and can strip easily.
12. Install the supplied rubber chord into the threaded hole in the factory shift knob.
13. Screw the factory shift knob down onto the Steeda lever. Tighten down firmly until your shift knob aligns with the reverse lockout collar properly. **Make sure not to over tighten this piece as the plastic shift pattern emblem in the stock knob can pop out.**
14. Re-install the four bolts which hold the front of the center console to the transmission tunnel using the 7mm socket.
15. Snap the front center console access panels back into place.

TIPS:

If there is an issue with the function of the reverse lockout, please check to make sure the o-rings are installed correctly and seated properly into the groves. Also make sure the shift knob is not on too tight and allows for the complete movement of the reverse lockout up and down. Lastly check that the 3 setscrew are tightened evenly on the reverse lockout.