



M-7210-M8 Mustang Short Throw Shifter Kit INSTALLATION INSTRUCTIONS

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Please visit www.fordracingparts.com for the most current instruction information

!!! PLEASE READ ALL OF THE FOLLOWING INSTRUCTIONS CAREFULLY PRIOR TO INSTALLATION. AT ANY TIME YOU DO NOT UNDERSTAND THE INSTRUCTIONS, PLEASE CALL THE FORD RACING TECHLINE AT 1-800-367-3788 !!!



SHIFTER KIT:

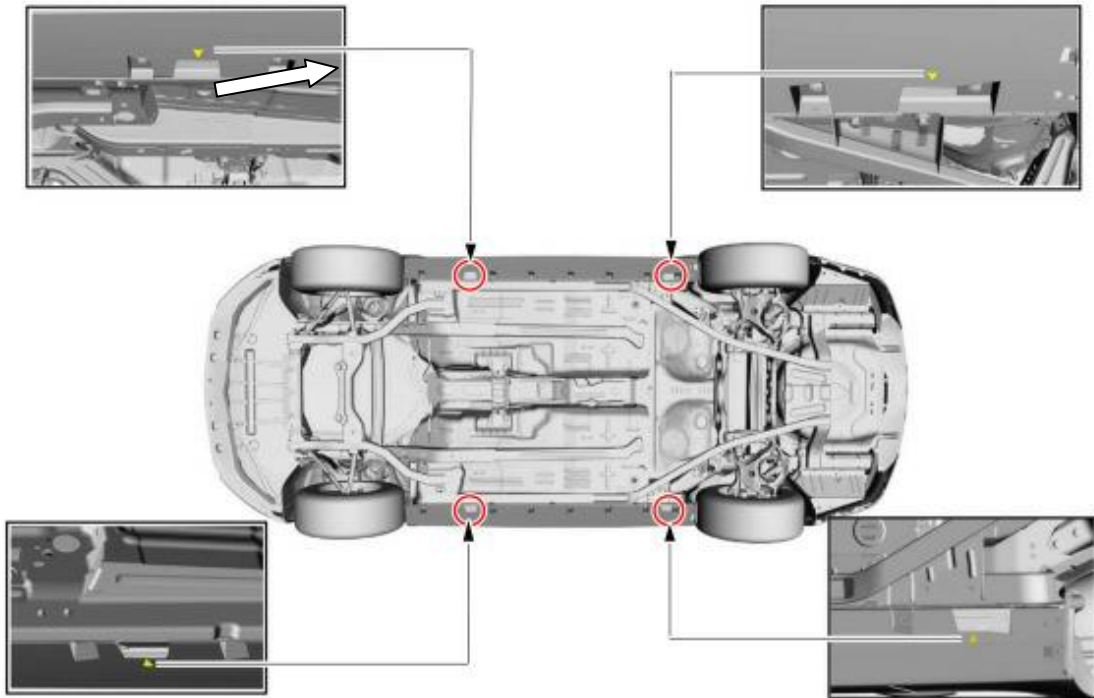
| Quantity | Part Name |
|----------|------------------------------|
| 1 | Short Throw Lever |
| 1 | Shifter Ball |
| 1 | Jam Nut |
| 2 | Bushing, Front Isolator |
| 1 | Reverse Lockout Ring |
| 1 | RED Thread Locking Compound |
| 1 | BLUE Thread Locking Compound |
| 1 | Grease |
| 1 | Housing Gasket |

Factory Ford shop manuals are available from Helm Publications, 1-800-782-4356

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INSTALLATION INSTRUCTIONS:

STEP 1: Raise and support vehicle to gain access to underside.



WARNING: Identify the correct jacking points by locating the triangle stamped into the uni-body sheet metal or vehicle frame. Raising a vehicle in any other location may result in vehicle shifting or falling. Failure to follow this instruction may result in serious personal injury.

WARNING: Never get underneath a vehicle that is supported only by a jack. The jack could unintentionally lower. Always support vehicle with floor stands. Failure to follow these instructions may result in serious personal injury.

NOTICE: The jack provided with the vehicle is intended to be used in an emergency for changing a deflated tire. To avoid damage to the vehicle, never use the jack to hoist the vehicle for any other purpose.



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NOTICE: Do not attempt to use jack pressure on either the front bumper or the rear bumper on any vehicle. Damage to bumper covers will occur.

NOTICE: Damage to the suspension, exhaust or steering linkage components may occur if care is not exercised when positioning the hoist adapters prior to lifting the vehicle.

NOTICE: To prevent possible damage to the underbody, do not drive the vehicle onto the drive-on lift without first checking for possible interference.

NOTICE: When raising a vehicle on a two-column hoist, use care when positioning the vehicle so that the hoisting forks do not interfere with suspension components, mounting brackets or stabilizer mounting brackets, if equipped. In addition, use care in hoist positioning to avoid possible damage to the axle or rear cover.

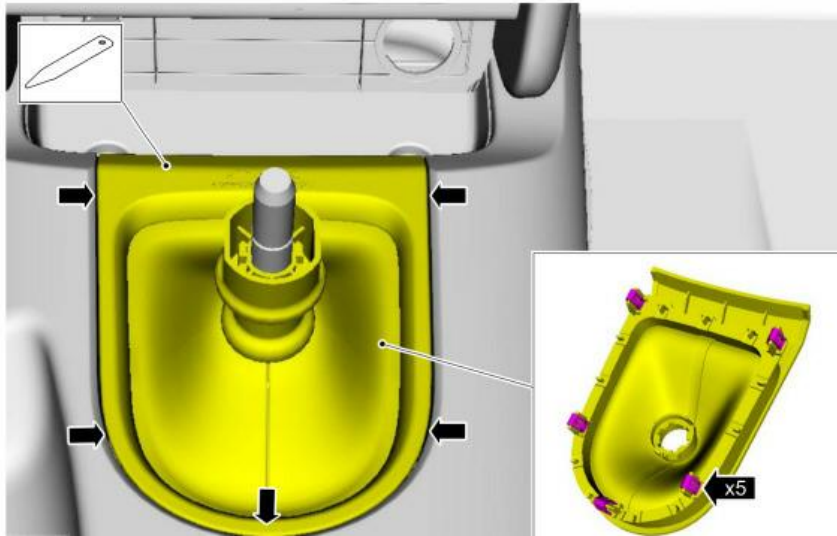
STEP 2: Rotate the gearshift knob counterclockwise and remove the gearshift knob.



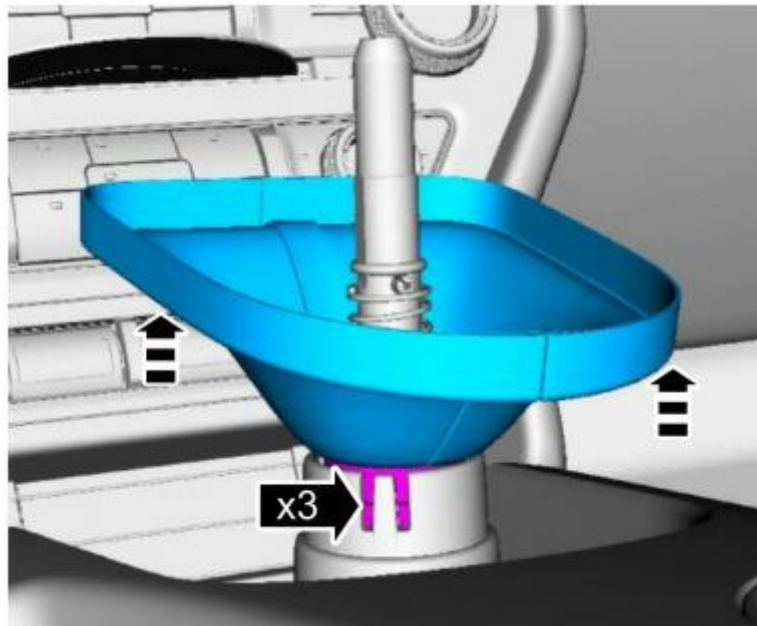
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- STEP 3:** Using an interior trim remover, release the gearshift lever boot from the floor console starting at the front sides and moving rearward.



- STEP 4:** Release the retainers and remove the gearshift lever boot.

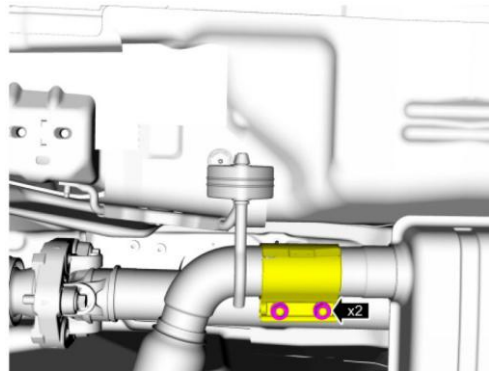
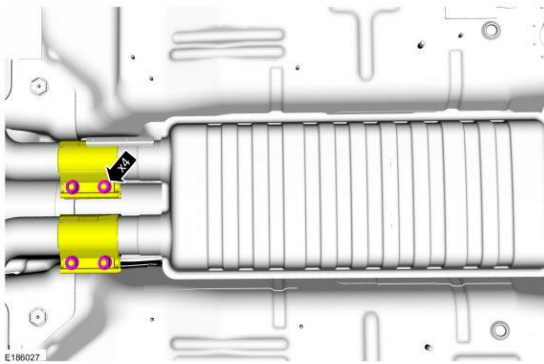


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STEP 5: Remove the inner boot.

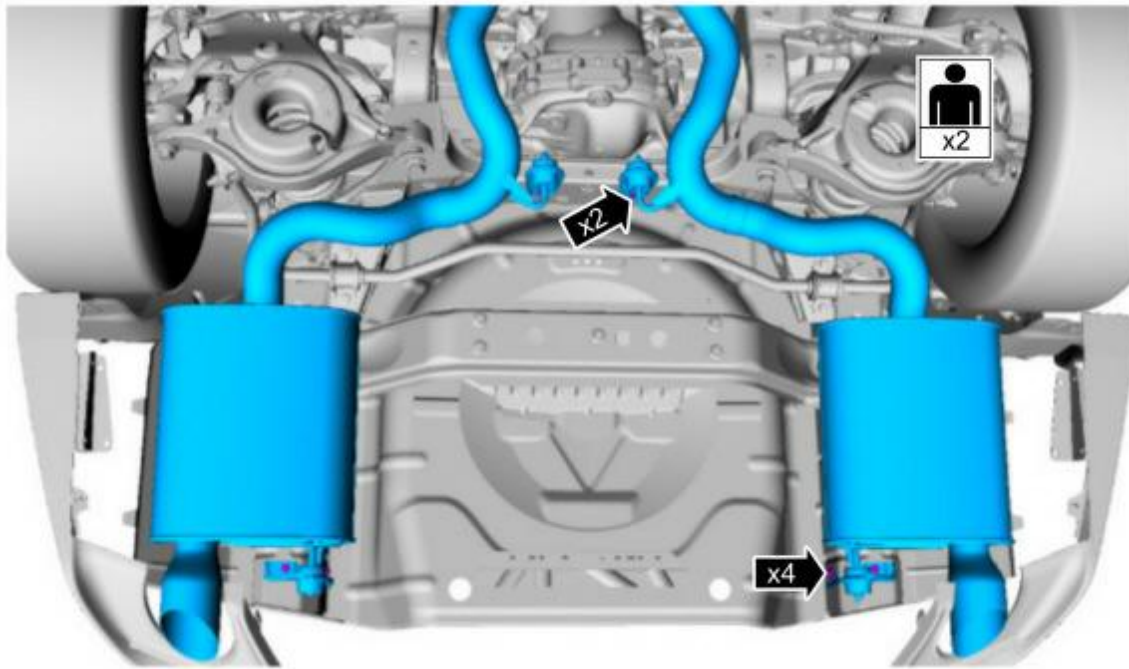


STEP 6: Loosen the clamps and separate the muffler and tailpipe from the RH catalytic converter and LH muffler inlet pipe (I-4 equipped cars will only have a single clamp present).



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STEP 7: Remove the LH and RH rear exhaust hanger isolator bracket bolts. Unhook the rear exhaust hanger isolators and remove the muffler and tailpipe assembly.

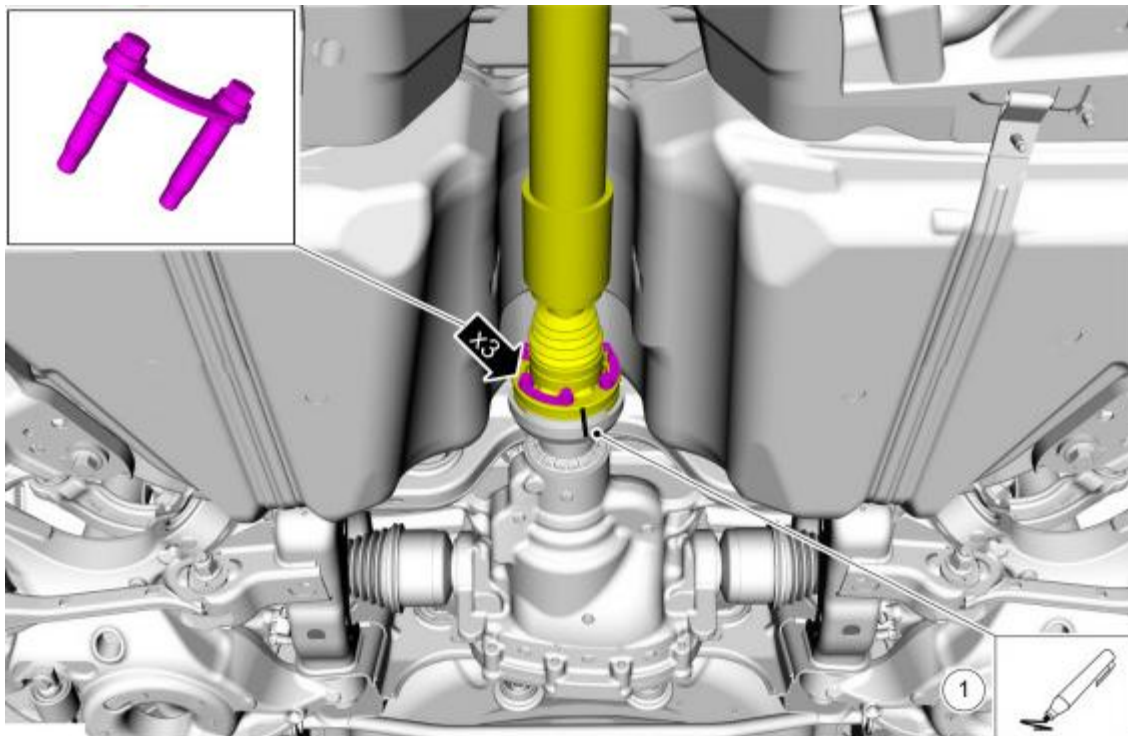


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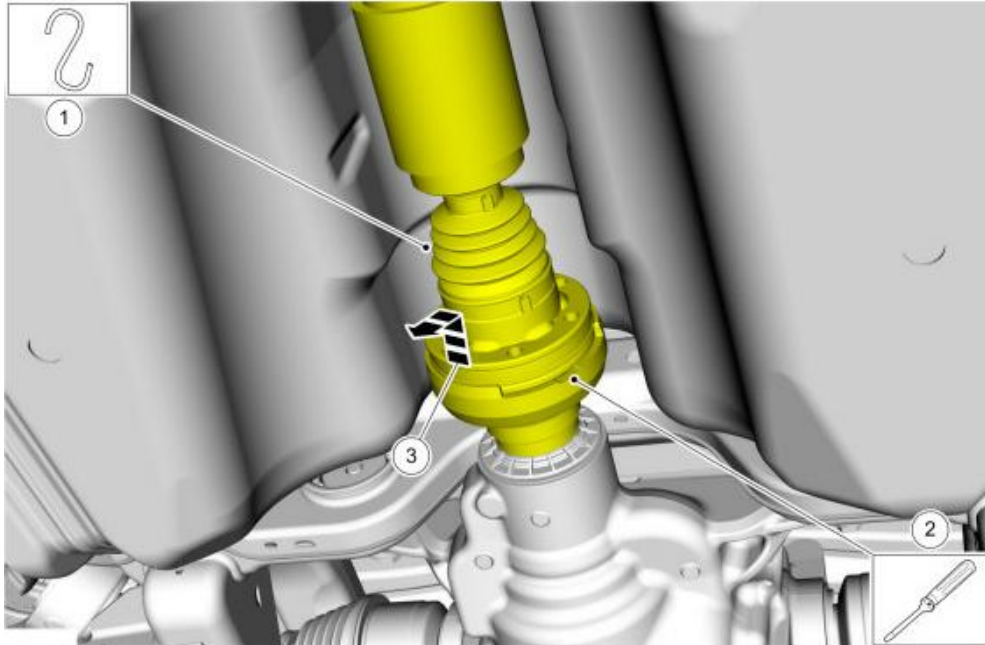
STEP 8: Index mark the driveshaft and pinion flange for reference during installation. Remove the driveshaft to pinion flange bolts. Clean and remove any remaining thread locking compound on the removed bolts.

NOTE: The maximum articulation of the flex coupling is 4 degrees. The maximum articulation of any u-joint is 15 degrees. If the flex coupling or any u-joint of the driveshaft is articulated further then the maximum allowable degrees damage may occur.

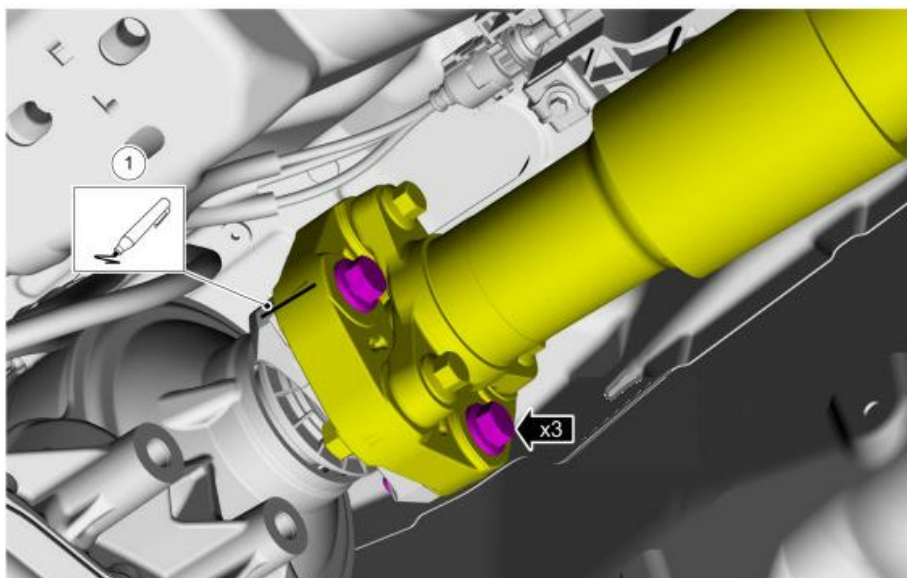


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STEP 9: Support the driveshaft. Using a screwdriver inserted into the slot on the pinion flange, pry the driveshaft from the pinion flange. Separate the driveshaft from the pinion flange.



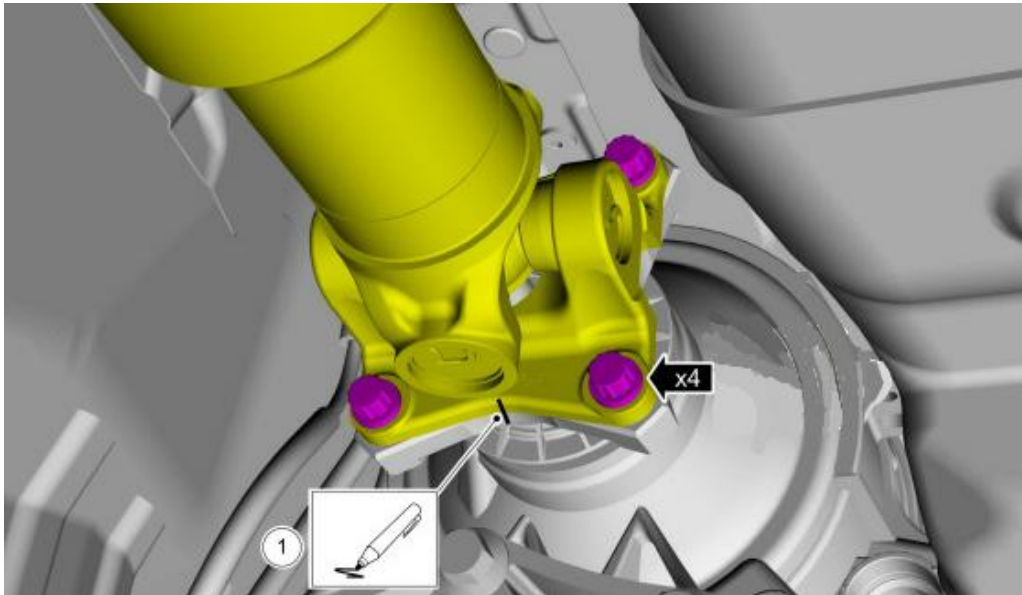
STEP 10A: If equipped with 3 bolt flange (If equipped with 4 bolt flange proceed to step 10B): Mark the driveshaft flex coupling to the transmission flange. Remove the driveshaft to transmission flange bolts. Position and support the driveshaft aside. Clean and remove any remaining thread locking compound on the removed bolts.



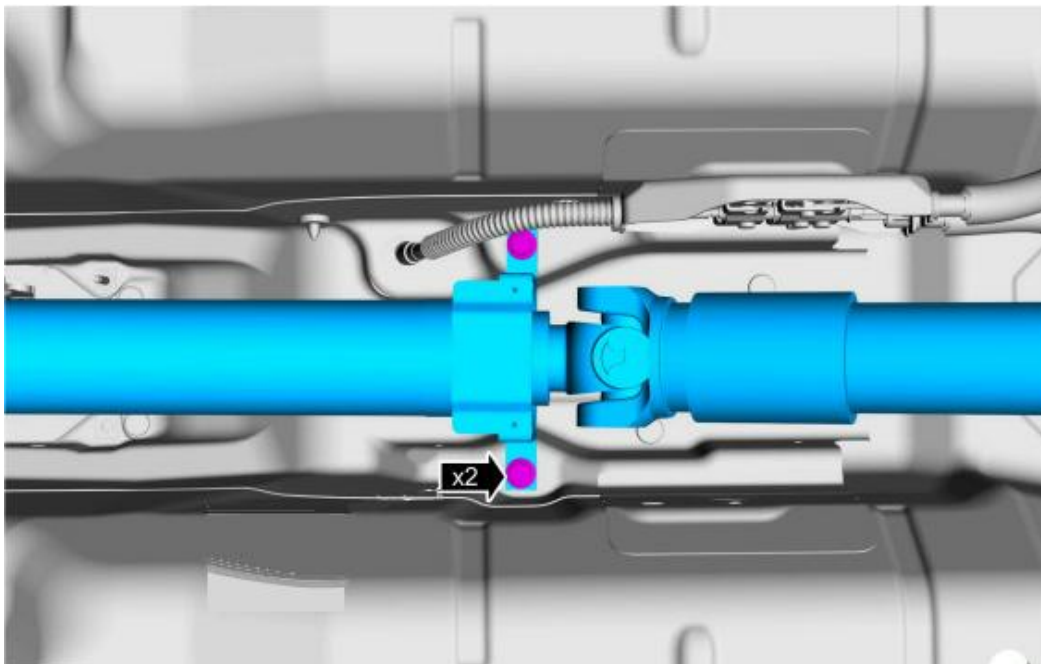
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- STEP 10B:** If equipped with 4 bolt flange: Mark the driveshaft flex coupling to the transmission flange. Remove the driveshaft to transmission flange bolts. Position and support the driveshaft aside. Clean and remove any remaining thread locking compound on the removed bolts.



- STEP 11:** Remove the driveshaft center bearing bolts and remove the driveshaft. Clean and remove any remaining thread locking compound on the removed bolts.

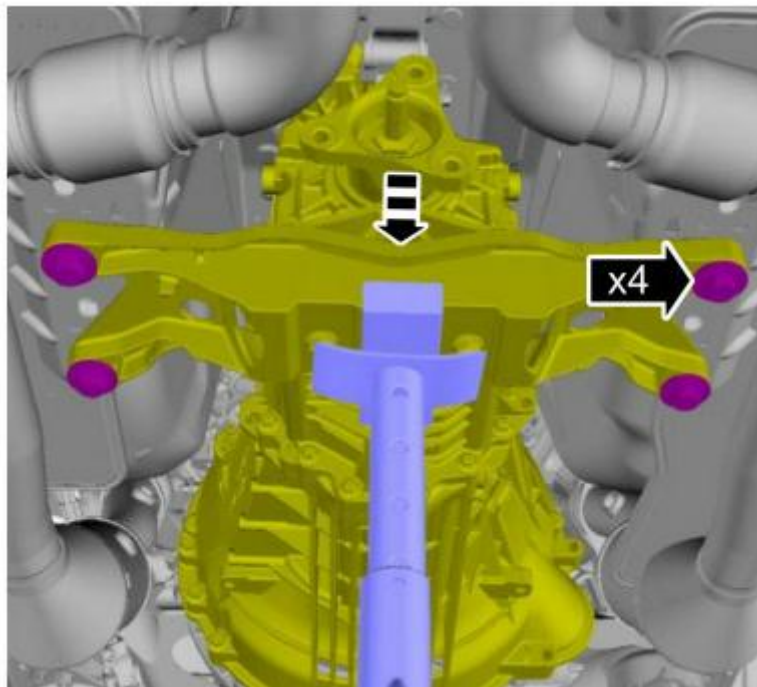


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NOTE: If equipped, inspect the flex coupling for cracks. If cracks are present, replace the flex coupling.

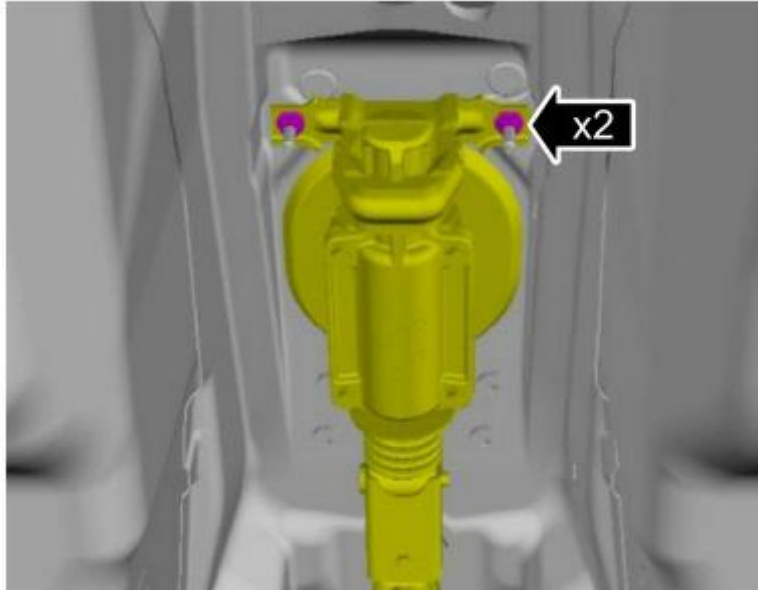


STEP 12: Support the crossmember with a transmission jack, remove the crossmember bolts and lower the transmission approximately 4.00”.

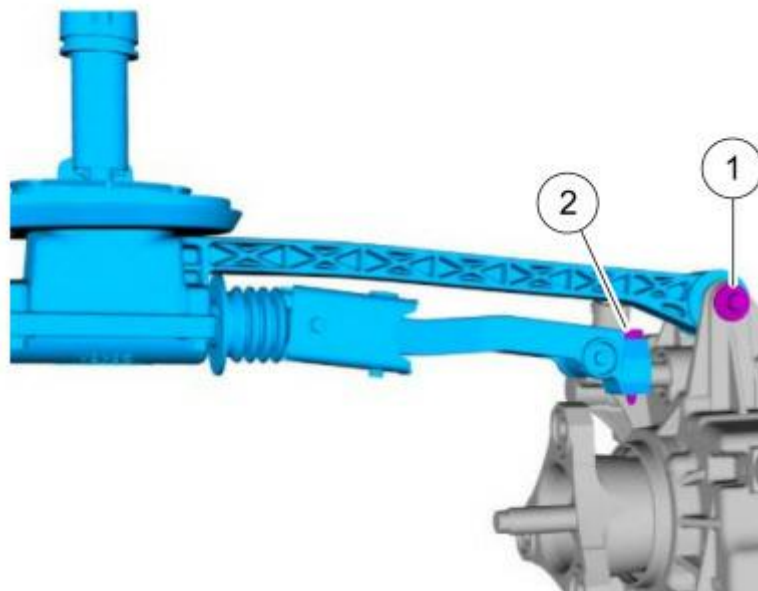


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STEP 13: Remove the gearshift lever nuts.



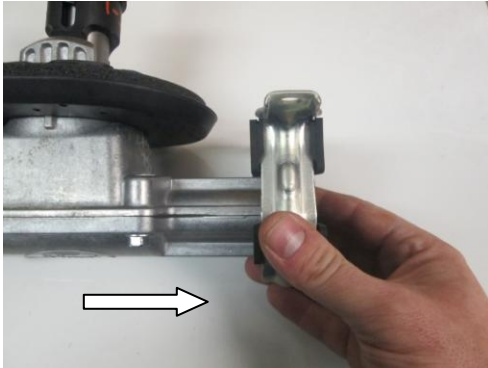
STEP 14: Remove the gearshift lever-to-transmission bolt (1). Remove the gearshift lever bolt (2). Remove the gearshift lever assembly from the transmission by pulling towards the rear of the vehicle.



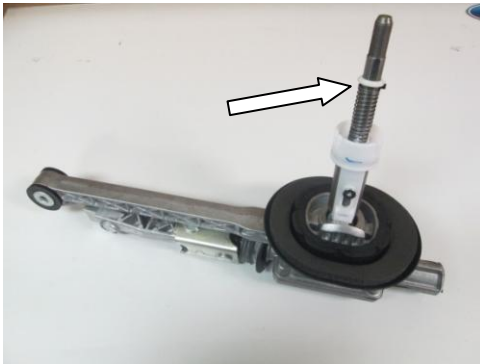
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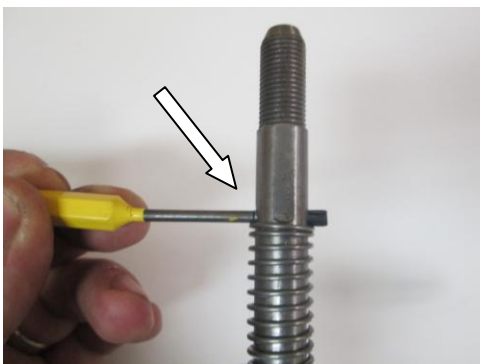
STEP 15: Remove the rear isolator from the shifter assembly.



STEP 16: Remove anti rattle clip for the shifter lever if equipped.



STEP 17: Using a proper sized punch, remove the roll pin from the shifter lever.



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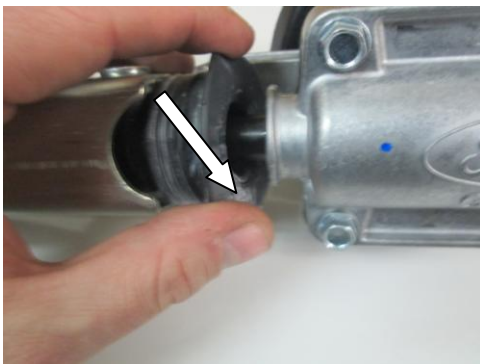
STEP 18: Remove spring from shifter lever.



STEP 19: Remove the shoulder bolt for the reverse lockout sleeve, then remove the sleeve from the shifter lever.

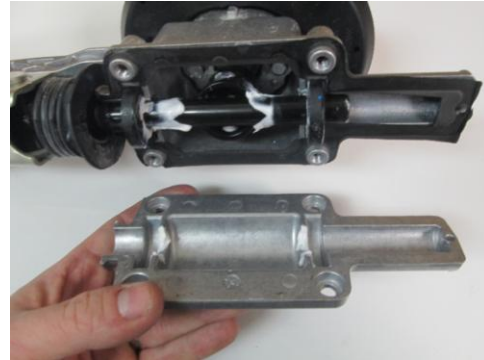


STEP 20: Separate the dust boot from lower shifter housing. Remove (4) lower housing retaining bolts.

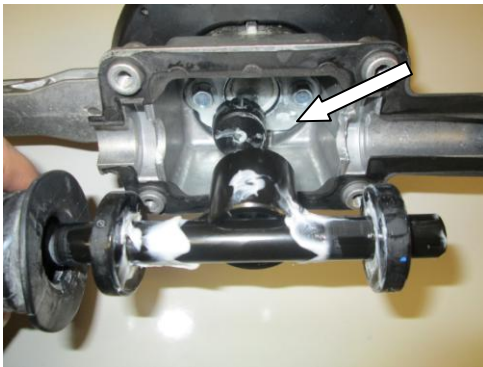


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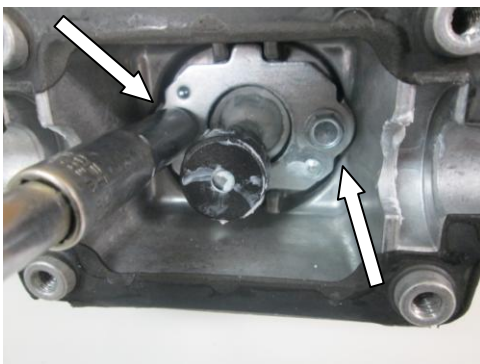
STEP 21: Gently remove the lower housing cover .



STEP 22: Remove the lower actuator arm by slowly lifting off of the lower shifter lever pivot.

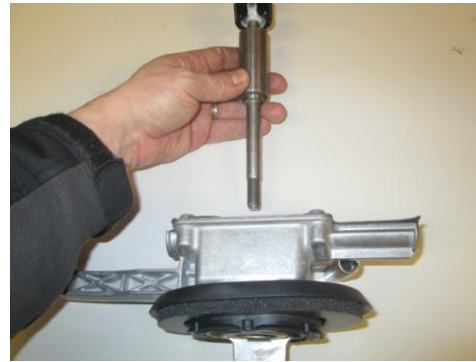


STEP 23: Remove (2) bolts from shift lever retaining plate. Remove plate.

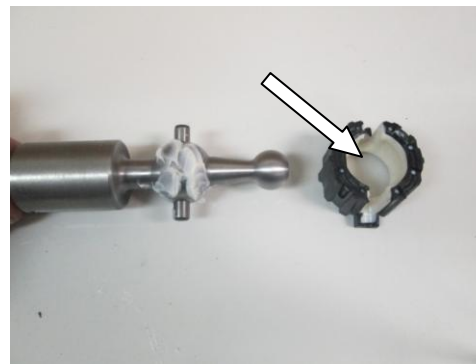
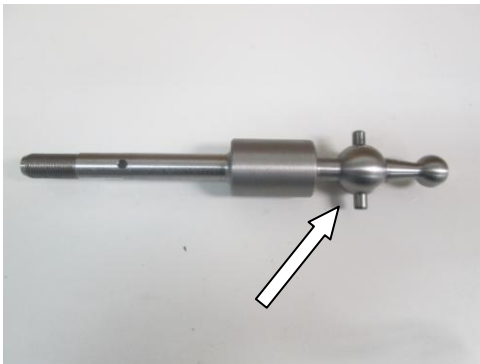


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STEP 24: Remove the shifter lever by pushing it through the shifter housing assembly. Remove both pivot isolators from the removed shift lever.



STEP 25: Apply a liberal amount of supplied grease to the new shifter lever pivot and pivot isolator bushing.



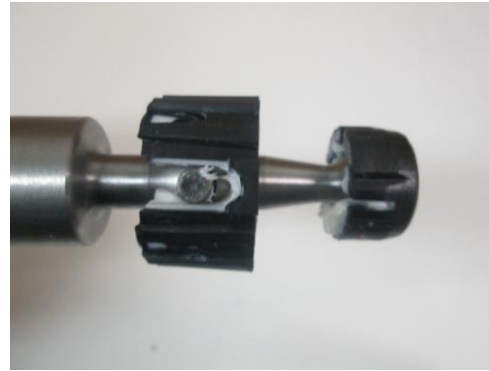
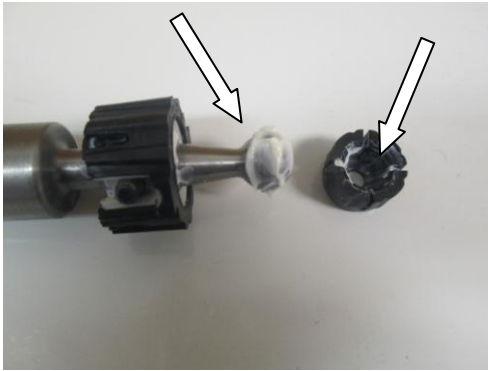
STEP 26: Slide the pivot isolator bushing over the shift lever pivot ball.



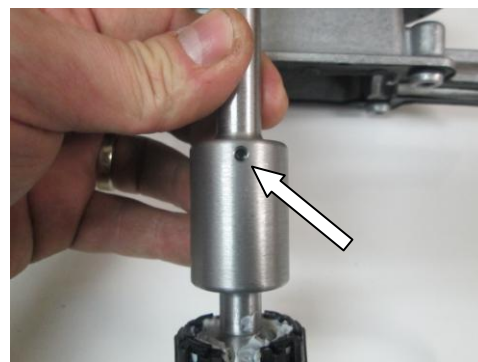
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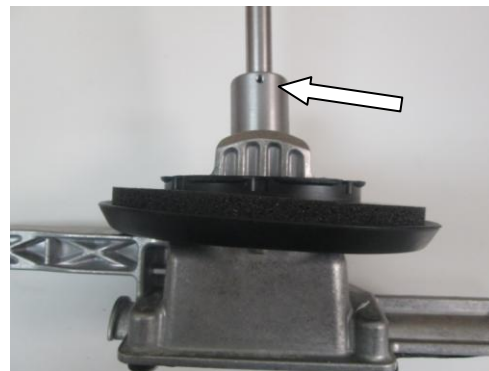
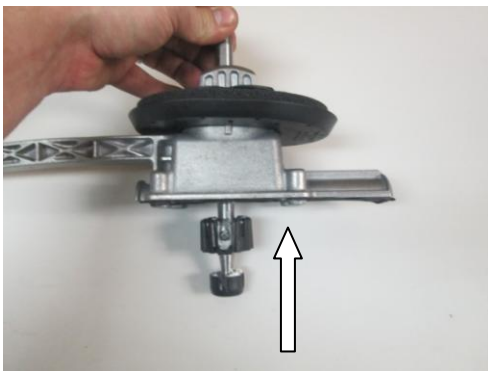
- STEP 27:** Apply a liberal amount of supplied grease to the new shifter lever lower pivot and lower pivot isolator bushing. Press bushing onto lower pivot.



- STEP 28:** Verify the hole for the reverse lockout shoulder bolt is orientated towards the driver side of the shifter housing.



- STEP 29:** Slide the new shift lever into the housing, once again, verify the reverse lockout shoulder bolt hole is orientated towards the driver side of the shifter housing.



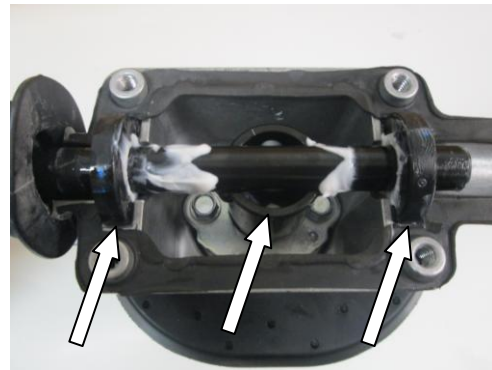
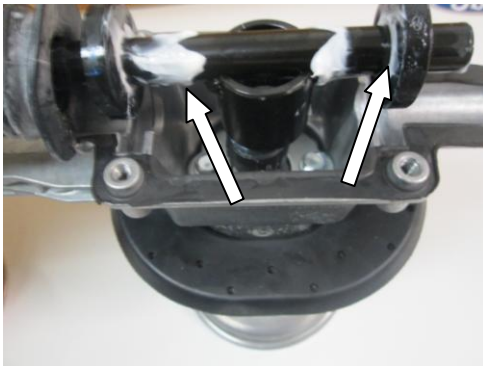
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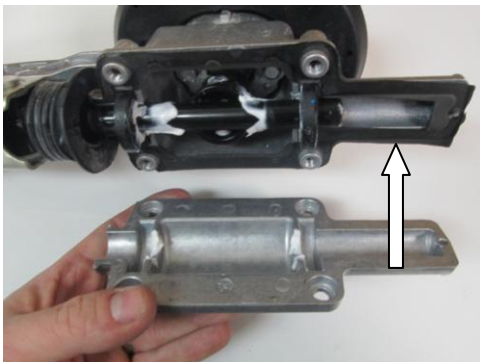
STEP 30: Install the shift lever retaining plate over the shifter. Apply Blue thread locking compound to the (2) bolts. Torque: 75 lb.in (8.5 Nm)



STEP 31: Apply a liberal amount of supplied grease to the lower actuator arm and bushings. Align actuator arm bushings into the shifter housing and lower shifter pivot.

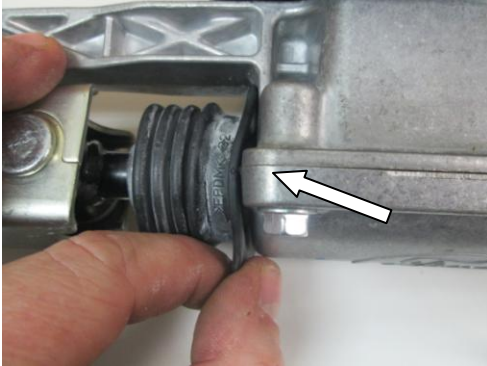


STEP 32: Install the provided housing gasket onto the shifter assembly. Slide the lower housing cover into place. Install (4) bolts with Blue thread locking compound. Torque: 75 lb.in (8.5 Nm)



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STEP 33: Install the dust boot over the shifter housing.



STEP 34: Apply provided grease to shift lever and install the provided reverse lockout sleeve over the new shift handle assembly and align slot to the shoulder bolt hole. Install the shoulder bolt with Red thread locking compound. Torque: 16 lb.in (1.8 Nm)



STEP 35: Install the spring over the shifter lever.

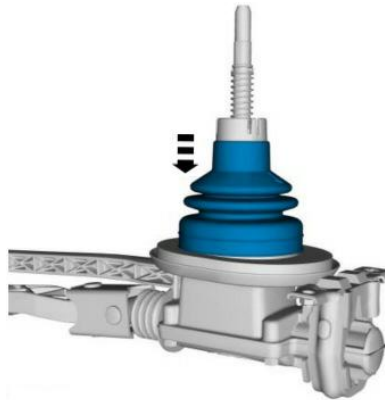


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STEP 36: Install the roll pin into the hole above the spring. Using a punch, tap the roll pin through the shifter lever until it is equally spaced over the spring.



STEP 37: Install the inner dust boot. Ensure the upper portion of the boot slides into the machined groove on the reverse lockout. Also verify the lower portion of the boot fits securely around the shifter assembly base.



STEP 38: Install the anti rattle clip over the shifter lever until it rests on top of the roll pin if equipped.



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STEP 39: Press out the center steel portion of the front bushing. Alternatively the bushing can be removed with the use of a hammer and punch.



STEP 40: Remove both halves of the front bushing.

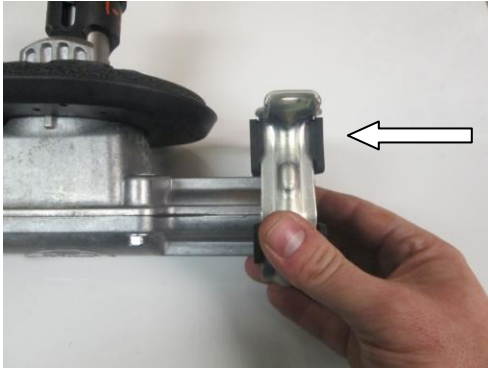


STEP 41: Install the new front isolator bushings by sliding them into the front arm.

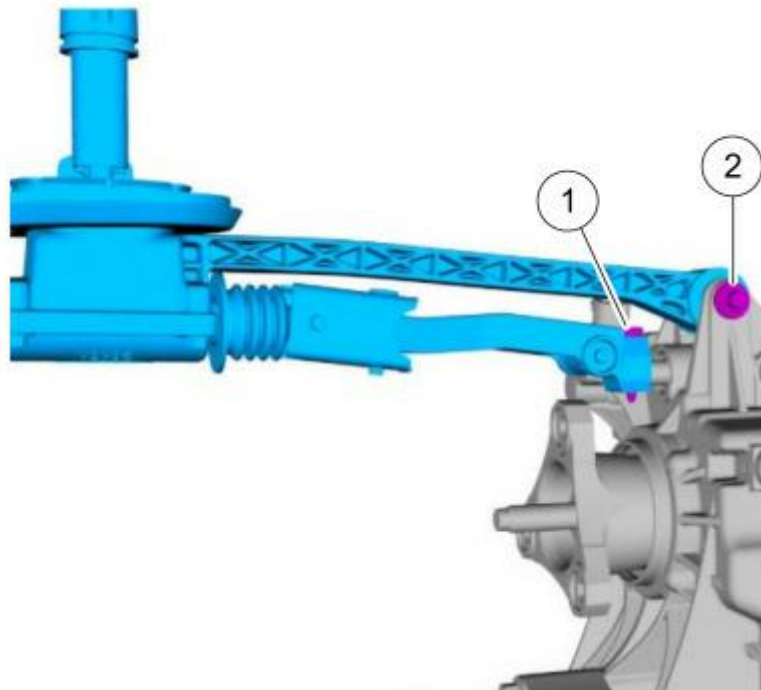


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STEP 42: Install the rear isolator onto the shifter assembly.

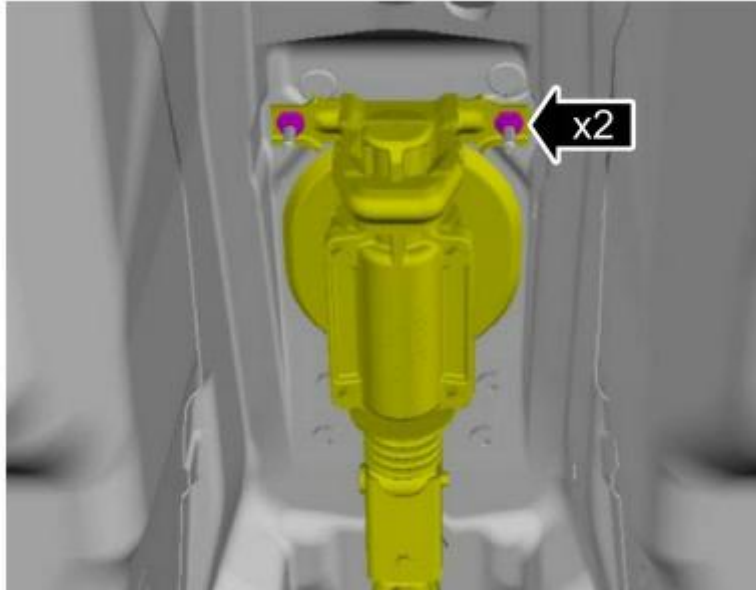


STEP 43: Install the gearshift lever assembly. Install the gearshift lever bolt (1). Torque: 133 lb.in (15 Nm).
Install the gearshift lever-to-transmission bolt (2). Torque: 30 lb.ft (40 Nm)

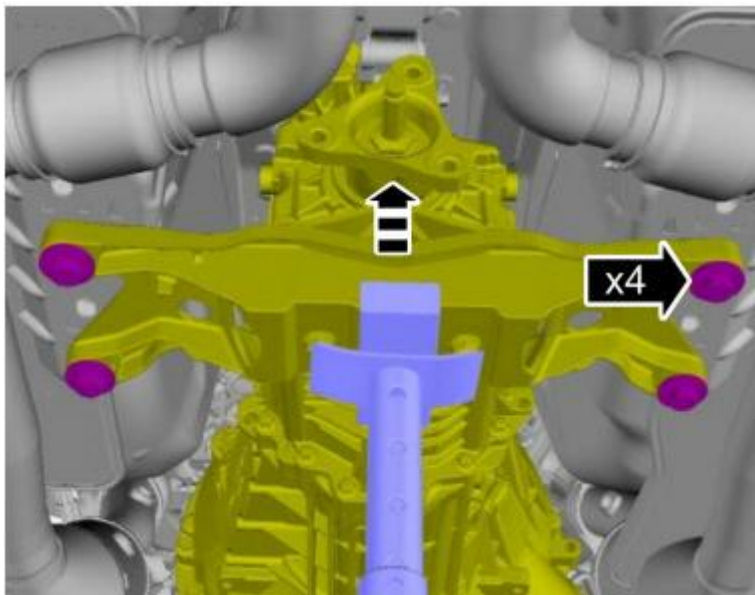


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STEP 44: Install the gearshift lever nuts. Torque: 97 lb.in (11 Nm)



STEP 45: Raise the transmission back into place and install (4) bolts using Blue thread locking compound. Torque: 46 lb.ft (63 Nm)



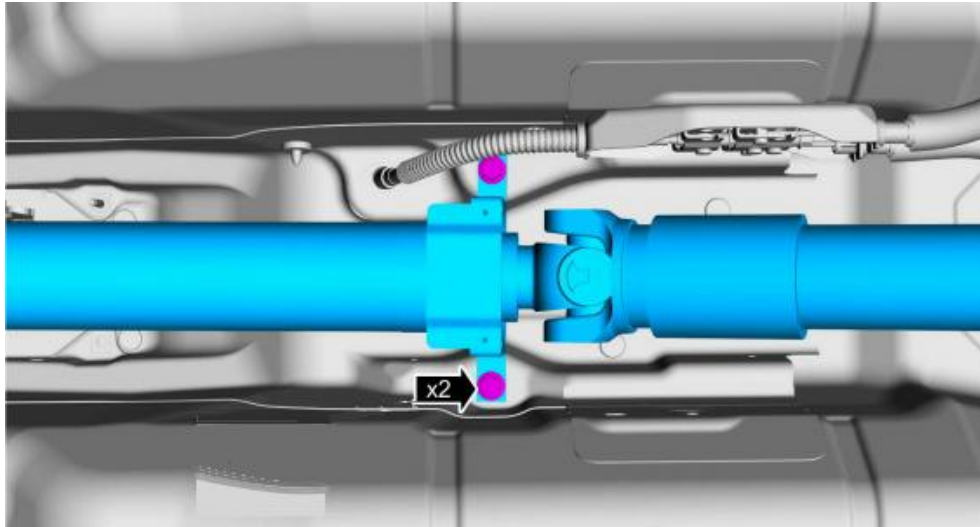


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STEP 46: Install the driveshaft using the center bearing bolts with Blue thread locking compound. Torque: 35 lb.ft (48 Nm)

NOTE: The help of a assistant will be needed. Do not over articulate the driveshaft or damage may occur.

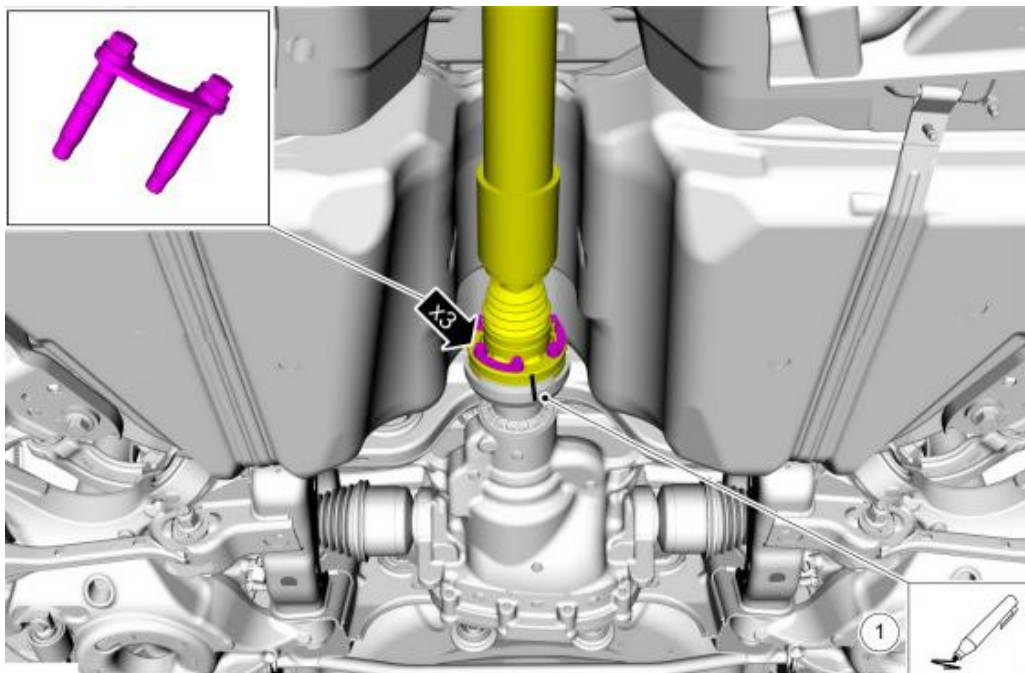
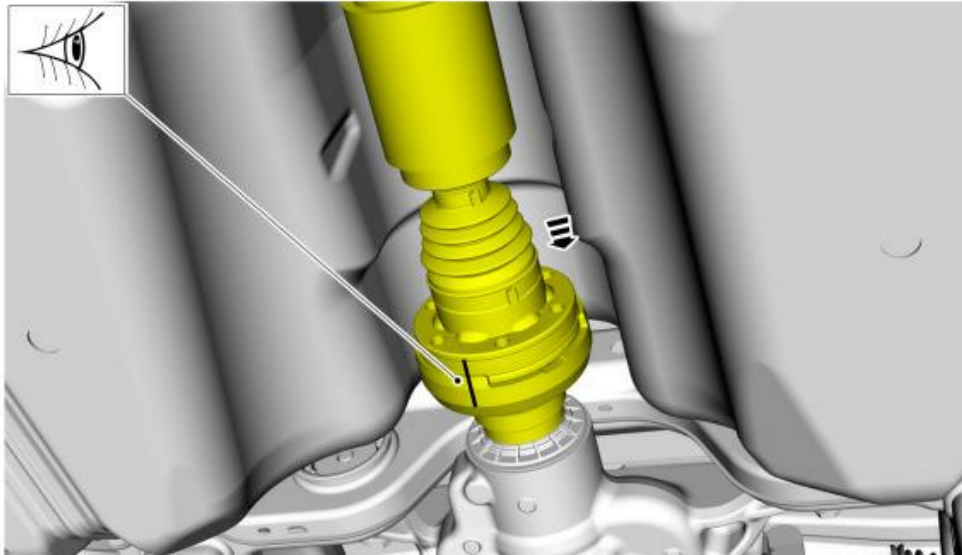


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STEP 47: Align the index-mark on driveshaft to the rear axle pinion flange. Install the driveshaft-to-pinion flange bolts with Red thread locking compound. Torque: 41 lb.ft (55 Nm)

NOTE: The help of a assistant will be needed. Do not over articulate the driveshaft or damage may occur.

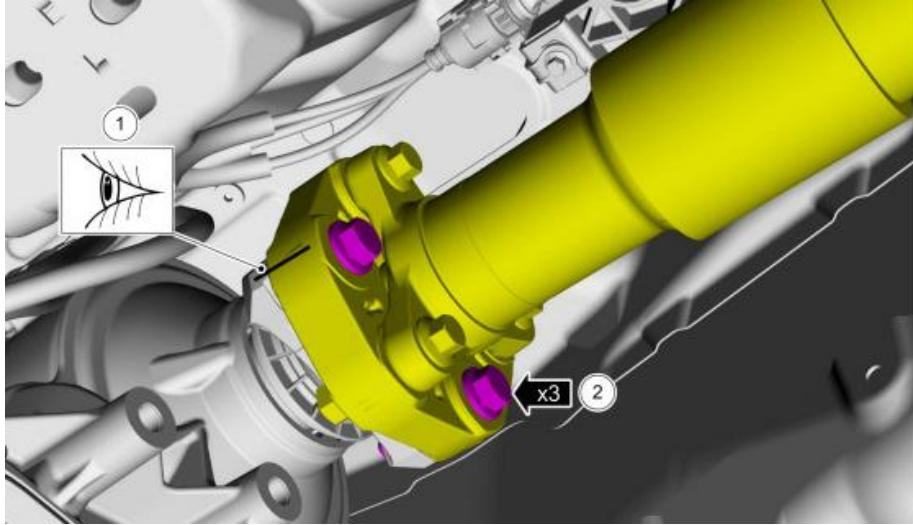


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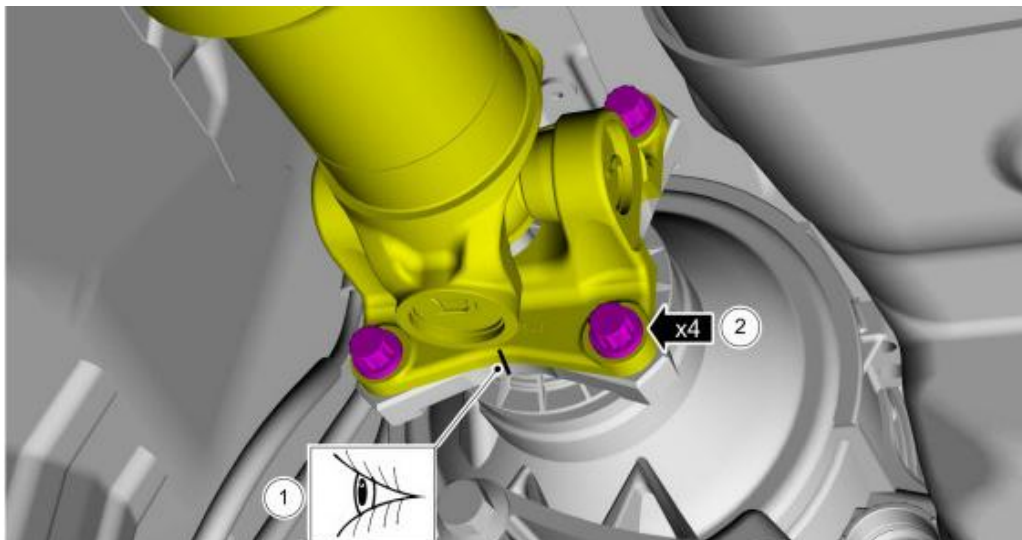
STEP 48: **If equipped with 3 bolt flange:** Align the index-mark on driveshaft flex coupling to the transmission flange. Install the driveshaft flex coupling to transmission flange bolts with Red thread locking compound. Torque: 81 lb.ft (110 Nm)

NOTE: Do not force the flex coupling bushing on the transmission output shaft or damage will occur.



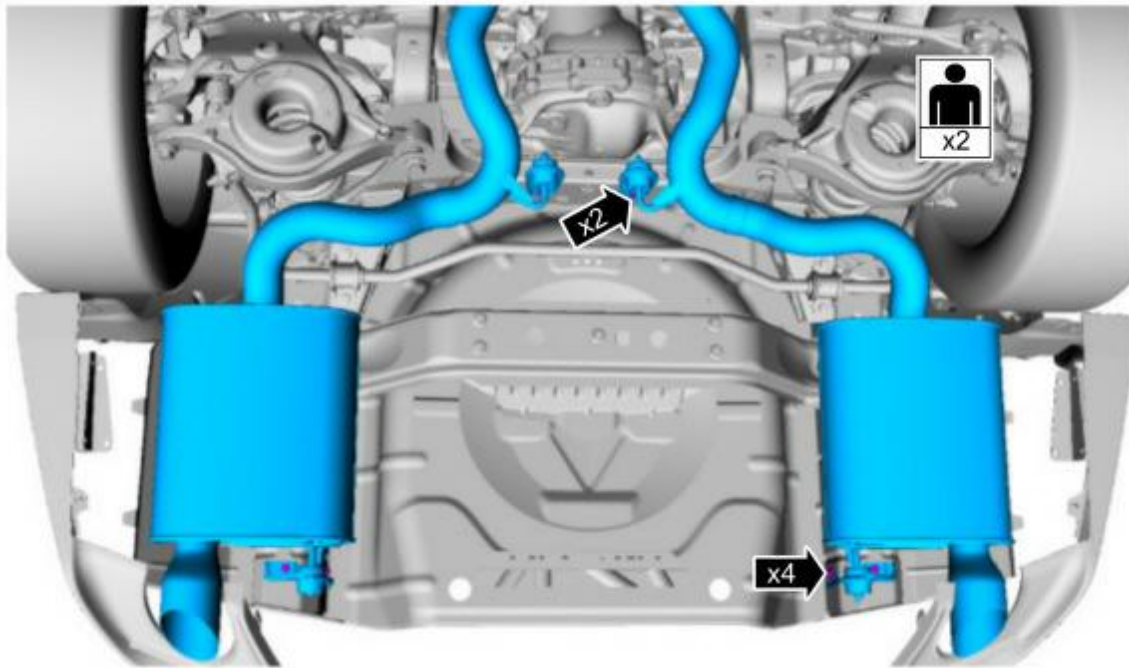
STEP 49: **If equipped with 4 bolt flange:** Align the index-mark on driveshaft flex coupling to the transmission flange. Install the driveshaft flex coupling to transmission flange bolts with Red thread locking compound. Torque: 80 lb.ft (109 Nm)

NOTE: Do not force the flex coupling bushing on the transmission output shaft or damage will occur.

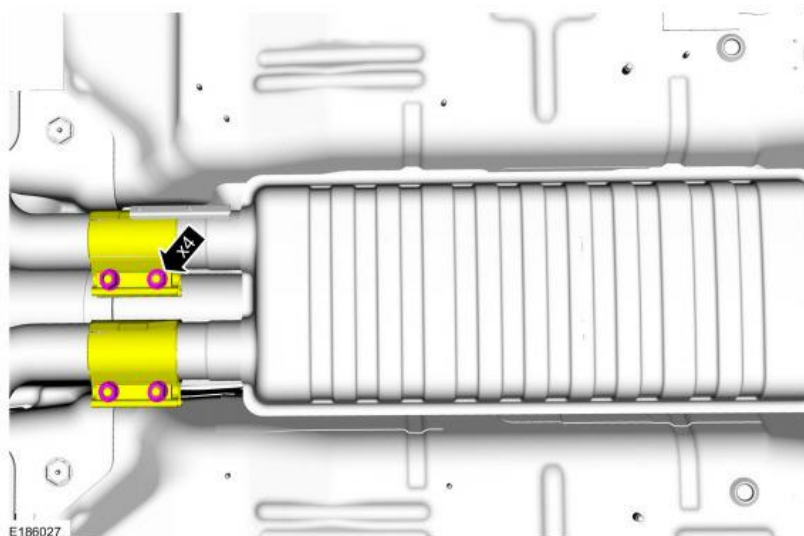


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STEP 50: Hook the rear exhaust hanger isolators into their location. Install the LH and RH rear exhaust hanger isolator brackets and install bolts. Torque: 18 lb.ft (25 Nm)



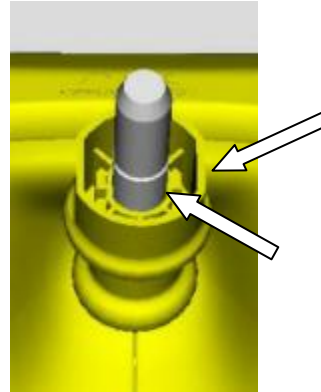
STEP 51: Slide the clamps from the tailpipes over the RH and LH catalytic converters. Tighten clamps. Torque: 35 lb.ft (48 Nm)



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STEP 52: Install the gear shift handle boot and slide down into the reverse lockout. Verify the flat sides of the ring located in the boot are parallel with the machined flats on the shift lever.



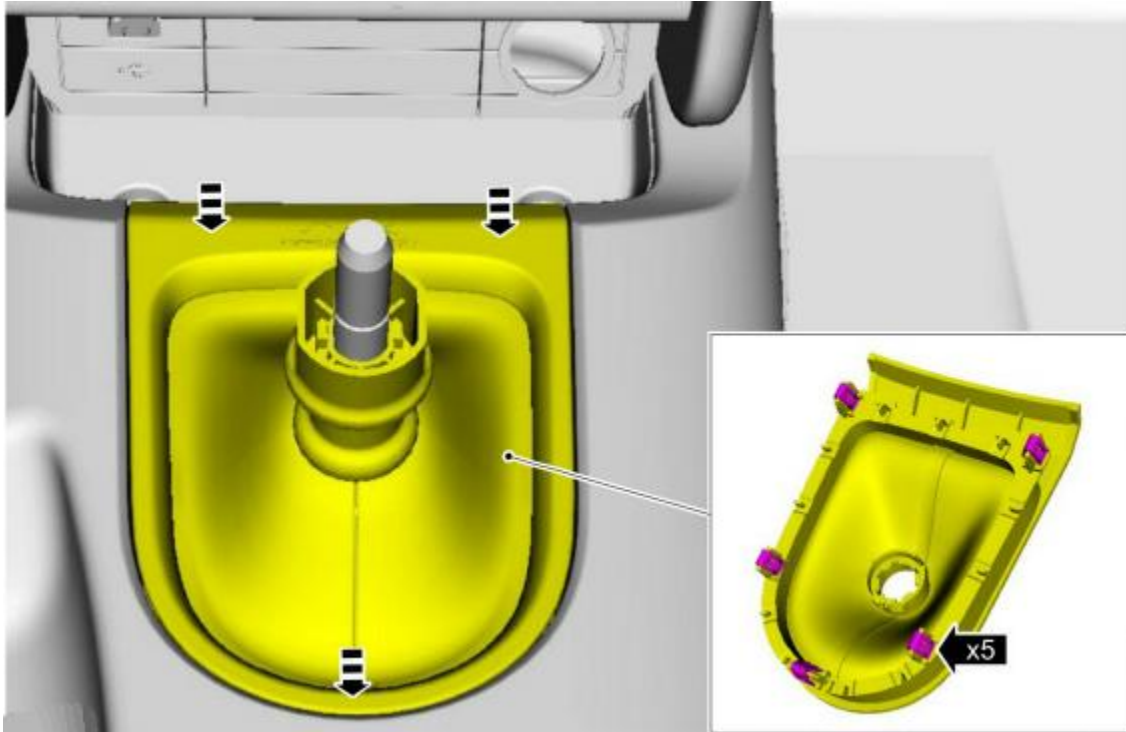
STEP 53: Evenly tighten the (3) 5/64" set screws in the reverse lockout against the ring on the gear shift handle boot.

NOTE: Do not over tighten set screws

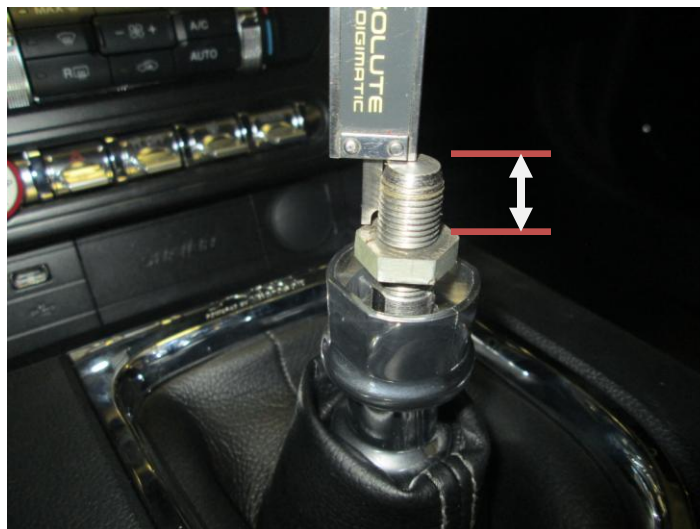


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STEP 54: Install the gearshift lever boot to the floor console by snapping into place.



STEP 55: Thread the provided jam nut onto the shifter shaft. Start by setting the jam nut to (14mm) measured from the top of the shifter handle to the top of the nut.





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STEP 56: Thread the new shifter ball onto the shifter handle until it meets the jam nut. Visually look at the shifter ball pattern orientation. Remove the ball and adjust the jam nut up or down in $\frac{1}{4}$ turn increments until orientation is satisfactory.

NOTE: Do not exceed a measured distance of (18mm) from the top of the shifter handle to the top of the jam nut or damage to the shift ball may occur.

STEP 57: After satisfactory shift ball orientation is established, verify proper reverse lockout operation and functionality.

STEP 58: Remove shifter ball. Record the current measured distance from the top of the shifter handle to the top of the nut.

STEP 59: Remove the jam nut. Place Blue thread locking compound onto the shifter shaft threads just above your recorded jam nut measurement. Install the jam nut over the locking compound and set it at your recorded measurement. Allow locking compound to set up and install the shift ball.

Factory Ford shop manuals are available from Helm Publications, 1-800-782-4356



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