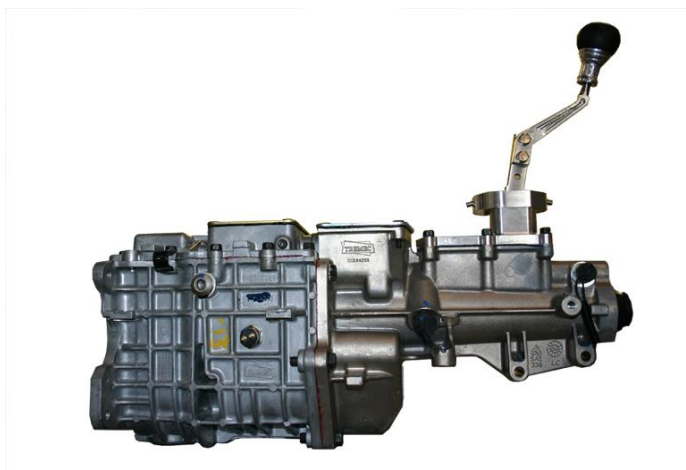


Steeda Tri-Ax Shifter

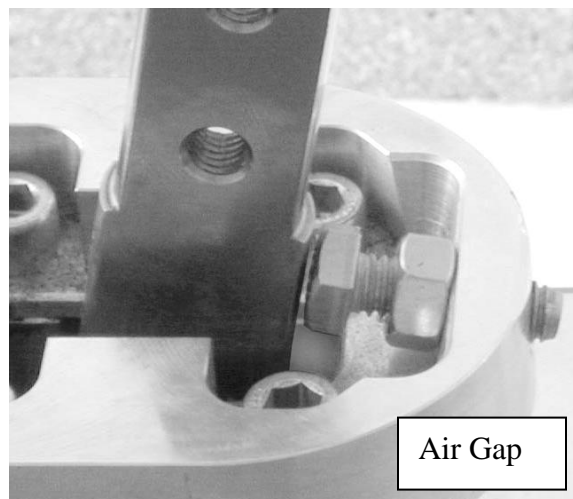
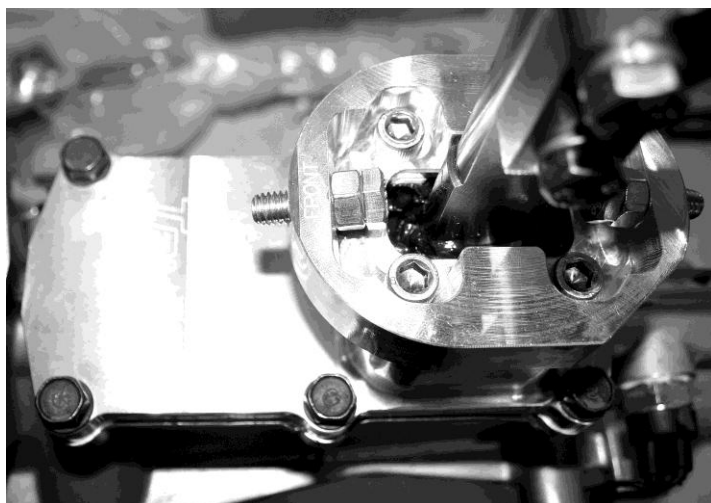
For TKO 500 & TKO 600

Installation Instructions



INSTALLING TKO 500/600 SHIFTER Part # 555-7456

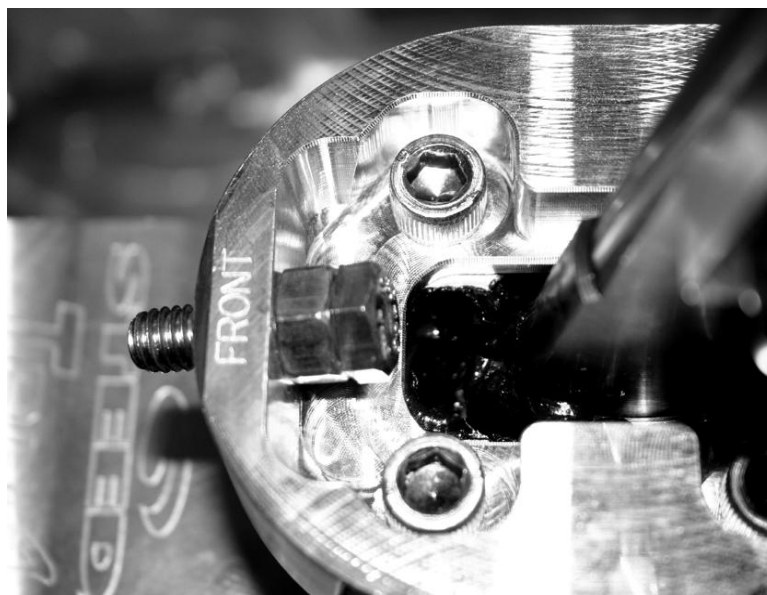
1. Scrape any remaining gasket material off the transmission and clean off any oil or dirt.
2. **Make sure the plastic bushing is still in the transmission** where the shift lever moves the gear selector. If it is not there, look for on the end of the shifter, as sometimes it comes out with the stock shifter.
- 3a. Apply a thin bead of silicone gasket maker to the transmission mounting surface.
- 3b. Using Addendum a (below), determine if a shim is required for your transmission. If shim is required, place shim on top of shifter mount pad and apply bead of silicone gasket maker to top surface of shim.
4. Install the new shifter using the original shifter bolts.
5. **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 TKO 500/600 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 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 .015") 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.**
6. 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.)
7. 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.
8. 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.
9. 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 shift handle.

Note: When Installing Shifter on GM Brand Products the base of the shifter needs to be rotated 180 degrees.



To rotate base: Unbolt top plate labeled **"Front"** Rotate both plate and springs.

*****Long spring always on right (Passenger Side)***

*****Short spring always on left (Drivers Side)***

BE CAREFUL WITH SHIMS ON TOP LEVER

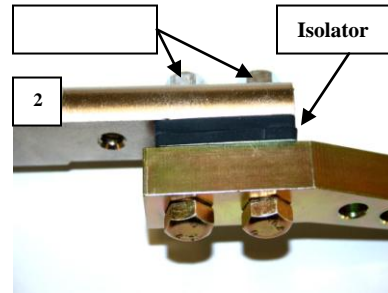
*Thank you for choosing STEEDA. Any questions and/or comments on these instructions
Please contact us at (954) 960-0774 or e-mail us at gofast@steeda.com*

STEEDA SHIFTER ISOLATOR KIT

Fits all aftermarket shifters

INSTRUCTIONS FOR PART # 555-7096

1. The rubber isolator is designed to go between the shift lever and the shift handle.
2. Insert the supplied bolts through the handle, through the isolator and then screw them into the shift lever. Tighten to desired firmness and lock the assembly together using the two supplied jam nuts. See Pic #2.



Addendum A

Shim for newer TKOs.

In late spring/early summer 2009, Tremec began shipping TKO transmissions with a different shifter than earlier designs. The old shifter had a 2-piece base that was red anodized. The new shifter has a 1-piece base that is powdercoated wrinkle red. The Steeda Tri-Ax for TKOs fits old transmissions as is. When installed on a new transmission, the base does not contact the transmission properly. We have provided a shim for use on newer transmissions.



Old Shifter



New Shifter



Old Shifter

New Shifter