

# 2011 FORD RACING Short Throw Shifter Installation Instructions



Thank you for purchasing the FORD RACING Short Throw Shifter. Our Short Throw Shifter will have approximately 40% reduction in throw. The shifter will have a very solid mechanical feel. Some noise may be present at times. This noise is slight however it can vary from every vehicle. Resting your hand on the shifter will cause excessive noise, and can cause premature wear on the shifter and transmission.

**IMPORTANT:** Anytime working on a vehicle, make sure you are working on a clean level surface. Make sure car is in gear and emergency break is set. Allow adequate time for the exhaust and other components to cool prior to installation. Please read the instructions through completely before beginning installation so you can better understand the process. We recommend doing all work on an automotive lift. If you do not have access to a lift we recommend taking it to someone who does.

FORD RACING will not be held accountable for any damages occurring before, during, or after the installation process of the Short Throw Shifter.

INSTALLATION VIDEO AVAILABLE AT

[www.bartonindustries.com](http://www.bartonindustries.com)



**\*\*BEFORE BEGINNING ANY WORK, MAKE SURE VEHICLE IS ON A LIFT OR ON JACKSTANDS.\*\***

### STEP 1

Unthread the factory shift knob by rotating it counter clockwise .



### STEP 2

Open the center compartment and free the center trim by pulling it upwards from the center console. It's easiest to start on the passenger side rear corner.



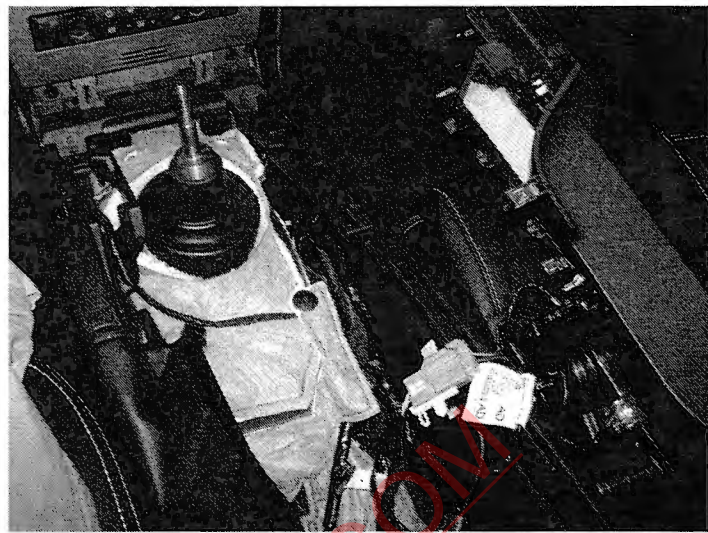
### STEP 3

Unclip the trunk, traction control, and hazard lights accessory harness.



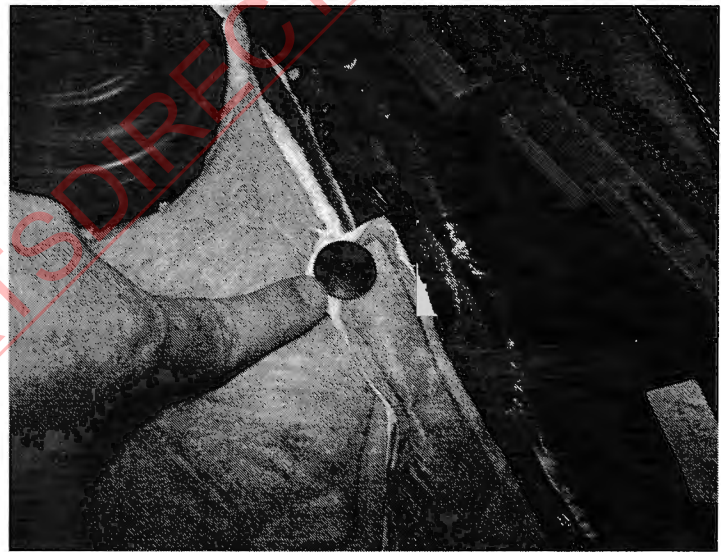
#### STEP 4

Carefully set the center trim piece on the passenger seat being careful not to damage any wiring in the process



#### STEP 5

Remove the two plastic hold downs. The passenger side unscrews, and the driver side pulls straight up.



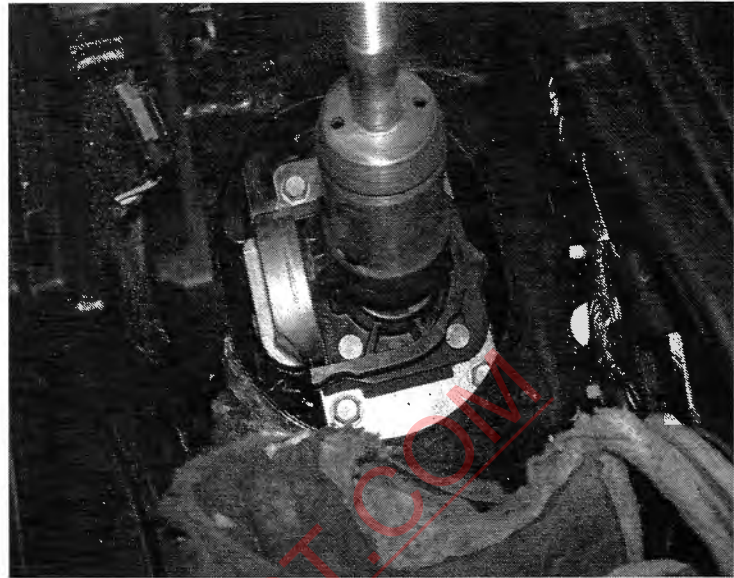
#### STEP 6

Pull back the insulation to reveal the rubber dust boot.



#### STEP 7

Remove rubber dust boot by pulling it up and off the shifter.



#### STEP 8

Carefully raise car in the air. We recommend using a lift, however properly used jack stands could suffice. Use jack stands at own risk.

#### STEP 9

Using a 10mm socket, loosen nut as pictured a few turns, this is on the passenger side. There is no need to fully remove the nut.



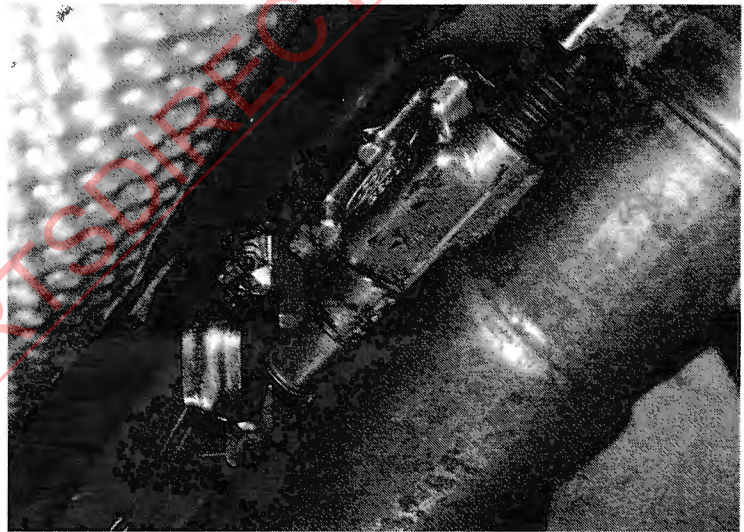
#### STEP 10

Using a 10mm socket, **remove** nut on driver side of vehicle.



#### STEP 11

Pull down the driver's side of the hanger and separate the hanger from the casting. Some soapy water may aid in this process



#### STEP 12

Using a 3/8 socket, remove the 4 bolts on the outer corners of the shifter assembly. It may be necessary to move and tilt the shifter around to gain access to some bolts. Place bolts to the side, these will be re-used.



### STEP 13

Remove the shifter assembly from the car.



### STEP 14

Remove the black plastic pivot cup from the factory shifter assembly, and re-install onto the new FORD RACING assembly.

### STEP 15

Place the FORD RACING shifter into the shifter housing and using a 3/8 socket re-install the 4 bolts removed from step 12.

**NOTE: DO NOT OVERTIGHTEN BOLTS.**



### STEP 16

Re-attach the hanger to the shifter housing and re-tighten the nuts using a 10mm socket.



#### STEP 17

Re-install the dust boot making sure the small opening on the bottom of the boot falls into the recess at the bottom of the shifter. It is easiest to get the driver side in place and then pull it over to the passenger side.

NOTE: DO NOT OVER LOOK THIS STEP.

THE BOOT MUST WRAP AROUND AND FALL INTO THE GROOVE AT THE BOTTOM OF THE SHIFTER. A QUICK VIDEO OF THIS CAN BE FOUND AT [WWW.BARTONINDUSTRIES.COM](http://WWW.BARTONINDUSTRIES.COM).



#### STEP 18

Tuck the boot into the body seam and pull the top of the boot down so that it falls beneath the under cut.



#### STEP 19

Put the insulation back into position and re-install the 2 plastic hold downs.



**STEP 20**

Re-attach the harness clip.



**STEP 21**

Put the center trim back into position and re-attach.



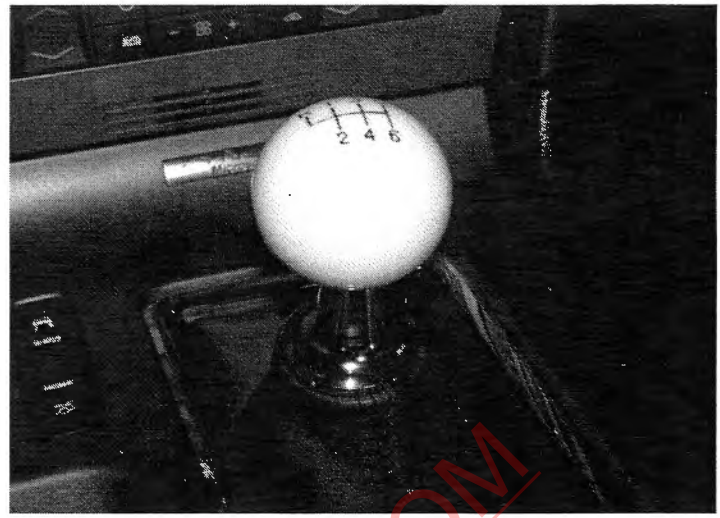
**STEP 22**

Thread the shift knob adapter as far down as it will go.



**STEP 23**

Thread the shift knob all the way down. If the shift pattern does not line up then back it off until it's lined up and rotate the adapter up to the knob and tighten the knob against the adapter.



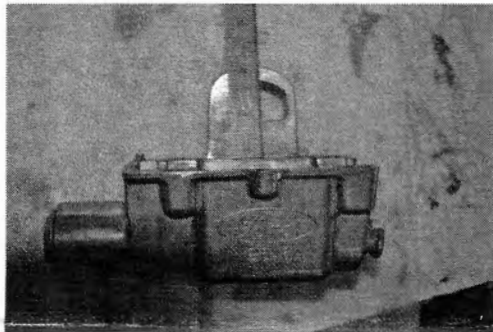
**NOW – Go ENJOY your NEW SHIFTER!!**

Thank you for your order.



**Attention:** If you have a 2013 and newer Mustang, please make sure to check your stock box before installing your FORD RACING Short Throw Shifter. There has been a minor change in the stock box. **Not every 2013 and newer vehicle has this change.**

**Once** you have un-installed your stock shifter and before you begin to install the FORD RACING Short Throw Shifter, please measure from the flat surface on the top of your box, to the top of your reverse lockout. The New box design will measure **2 inches** in height **as shown in the photo.** (Old box height is 1.800 inches).



**After** you have taken the measurement and if the height of your reverse lockout is 2 Inches, you need to turn your OEM handle 180 degree's. Completely remove screw on side of handle, Rotate your handle 180 degree's. Then slightly push down on the handle, and re-install screw. Make sure to fully remove the screw before rotating the handle to prevent the screw from marking the sleeve on the shaft. After rotating 180 degree's it will put the 2013 mark to the driver's side of the vehicle facing the reverse lockout. **As shown in the photo.**



Any questions, please call (607-863-4757) Mon-Fri, 7am-5pm est. Or Email [Dave@bartonindustries.com](mailto:Dave@bartonindustries.com) WE THANK YOU FOR YOUR PURCHASE.



## **2011-2013 FORD RACING 2 Post Shifter Bracket Installation Instructions**

**BEFORE BEGINNING ANY WORK, MAKE SURE VEHICLE IS PROPERLY LIFTED AND EMERGENCY BRAKE IS SET.**

**FORD RACING will NOT be held accountable for any damages occurring before, during, or after the installation process.**

Step 1: Remove the factory shifter bracket nuts using a **10mm deep-well socket and 12" extension**. These nuts will be re-used.

Step 2: Use a pry-bar or flat head screw driver to lower the retaining clip on the passenger side stud, lower the bracket off of the stud mounts, and remove the bracket from the factory shifter box. Some soapy water may aid in this process.

Step 3: Remove the cap and two 5/16 bolts and washers from the Barton assembly.

Step 4: Place the whole FORD RACING bracket assembly on to the studs and bring up the two nuts that were removed in step 1. Apply Blue loc-tite to the studs. **DO NOT TIGHTEN THESE NUTS YET, LEAVE THEM FINGER TIGHT.** The two posts on the bracket should be facing the front of the car, while the FORD RACING logo faces the rear of the car. The small button head screws in the upper portion of the bracket should be facing towards the rear of the car.

Step 5: lift the shifter box up into the bracket, and install the clamp, bolts, and washers that you removed in step 3. Apply blue loc-tite to the 5/16 bolts and thread them into the bracket **EVENLY** only using **FINGER PRESSURE**. Once the bolts are up and **ONLY** snug, slide the bracket towards the rear of the vehicle until it stops on the rear lip of the factory box.

Step 6: Finish tightening the two nuts from step 4. **DO NOT OVER TIGHTEN, ONLY WRIST PRESSURE.** Using a **1/2" ratchet wrench**, finish tightening the two 5/16 bolts. Tighten each bolt evenly, only going about a **1/4** turn on each bolt until they are fully tight.

**INSTALL VIDEO IS AVAILABLE AT [www.BartonIndustries.com](http://www.BartonIndustries.com)**

WE THANK YOU FOR YOUR PURCHASE.