

CERTAIN 2018 - 2019 MODEL YEAR MUSTANG GT350 VEHICLES — GEARSHIFT LEVER ASSEMBLY REVERSE LOCK-OUT

SERVICE PROCEDURE

NOTE: For an aftermarket shift knob that is to be re-used per customers request - first wrap the knob several times with tape (painters/gaffers tape recommended), and then use a rubber strap wrench as shown for knob removal.

1. Using a strap wrench or suitable tool, turn the gearshift knob counter clockwise to remove and discard. See Figure 1.



FIGURE 1

2. Remove the center console mat. See Figure 2.

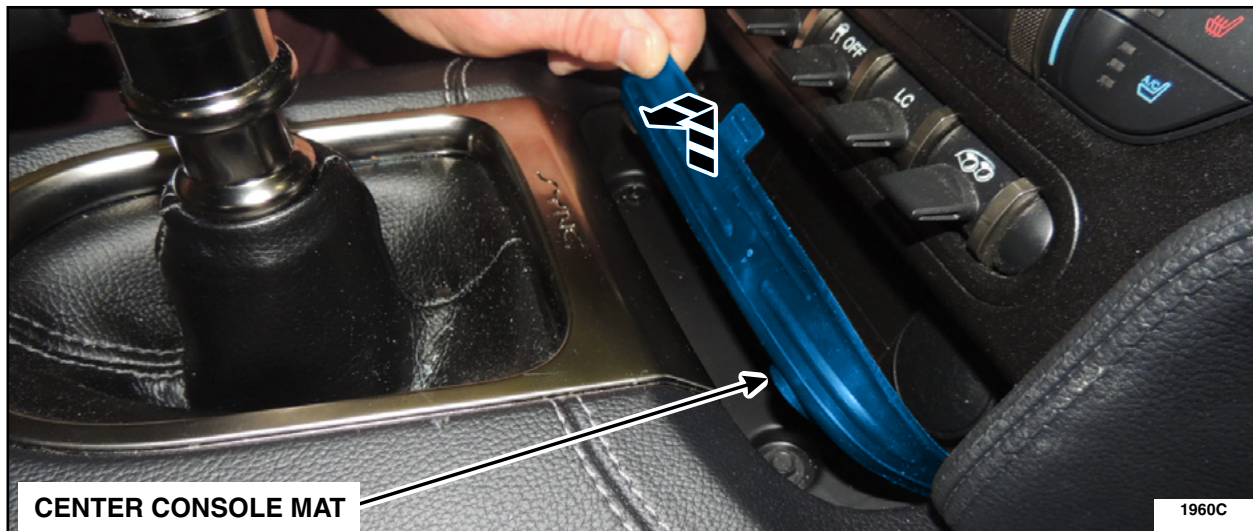


FIGURE 2



3. Using a plastic trim tool, gently pry upwards to release the gearshift bezel. See Figure 3.

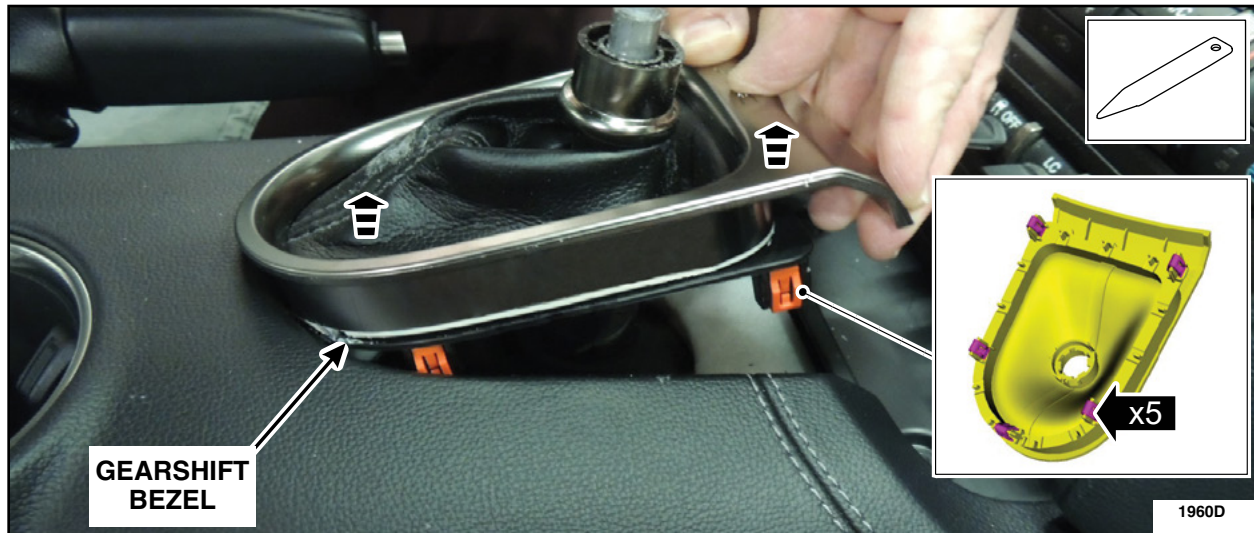


FIGURE 3

4. Using two small screwdrivers, insert the screwdrivers into two of the three retainer tabs of the reverse lockout sleeve. Pull the reverse lock out sleeve upwards to remove from the gearshift lever shaft. See Figure 4.

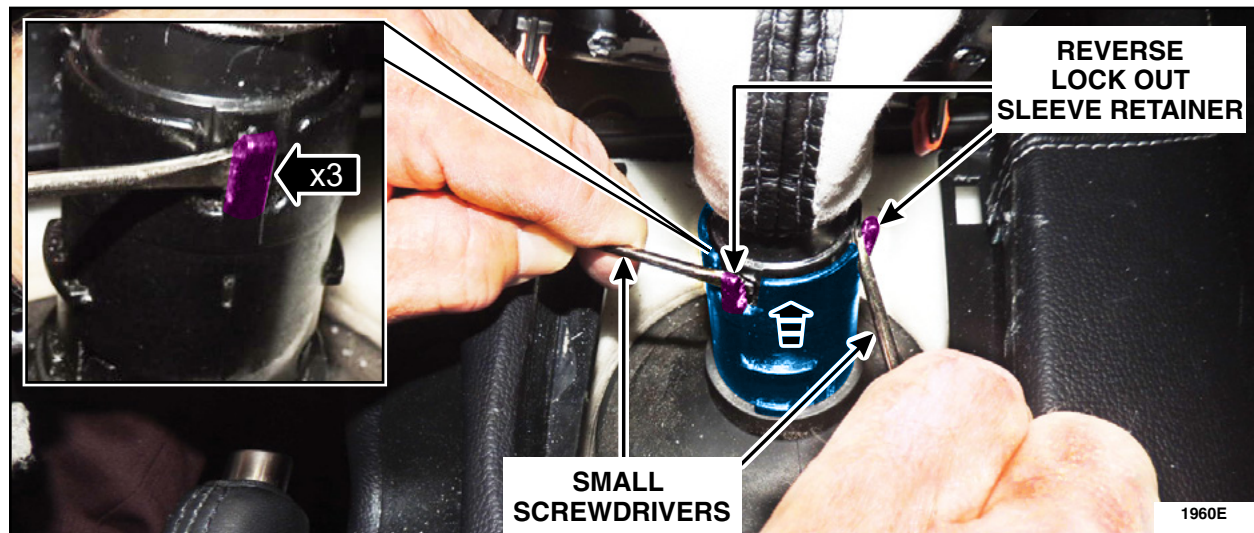


FIGURE 4



5. Remove the rubber NVH boot by prying upwards on the front portion. See Figure 5.

NOTE: Note the location of the indicator arrow on the NVH boot for re-installation.

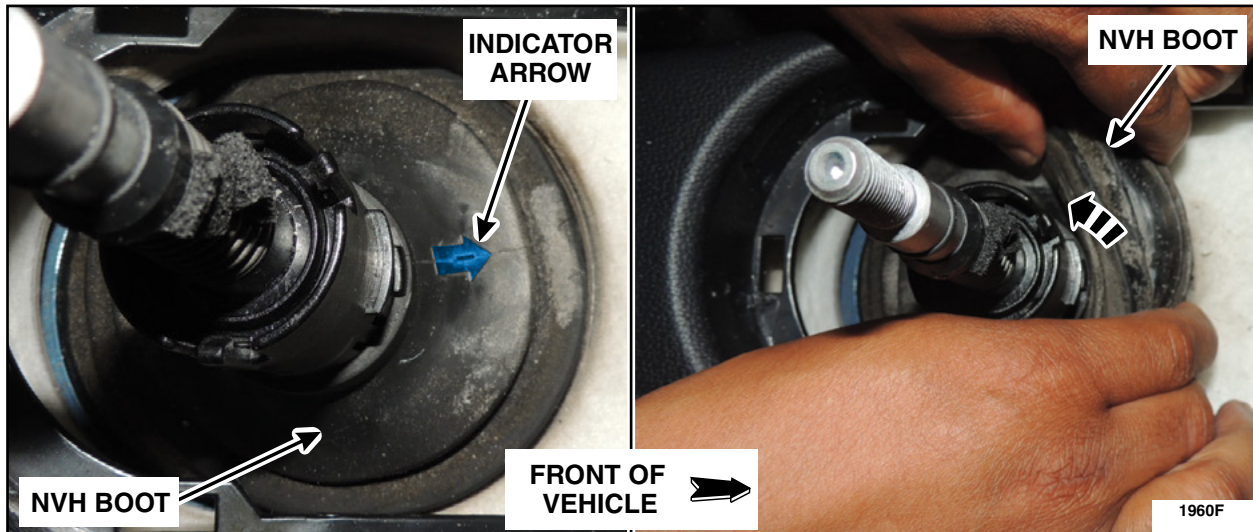


FIGURE 5

NOTE: Ensure the vehicle is in neutral and parking brake is disengaged.

6. Raise the vehicle on a hoist. Please follow the Workshop Manual Procedures in sections 100-02.

7. Loosen the exhaust clamp nuts. See Figure 6.



FIGURE 6

NOTE: Do NOT remove the exhaust system.



8. Release the exhaust clamp safety retainers and position the exhaust clamps rearward allowing the exhaust to hang. If there is too much tension to position the exhaust clamps rearward, use a flat head screwdriver to spread open the exhaust clamp. See Figure 7.

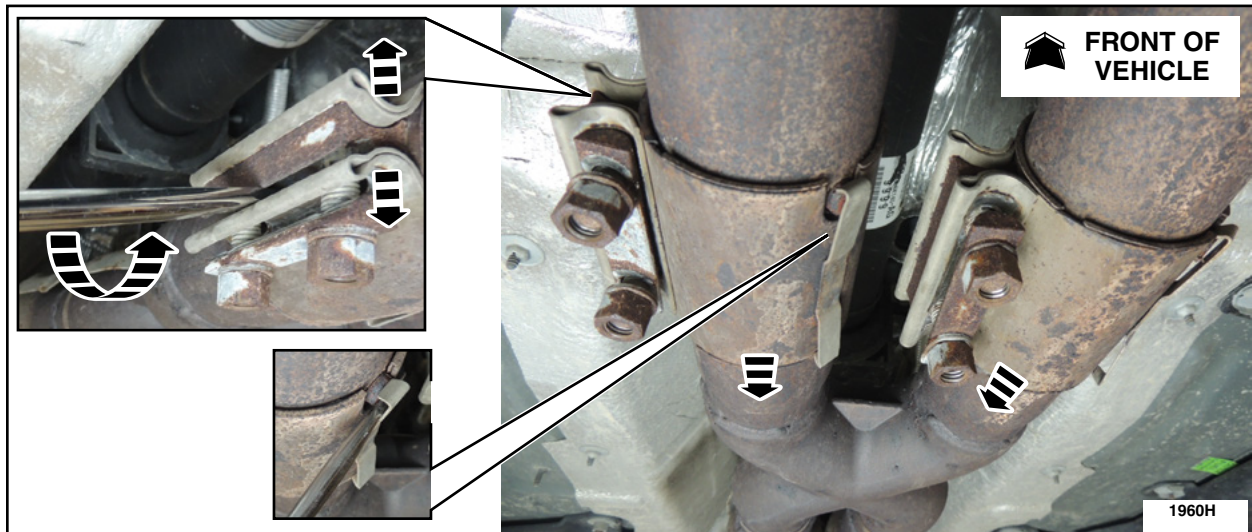


FIGURE 7

9. Mark the driveshaft and transmission flange using a paint stick or suitable tool. See Figure 8.

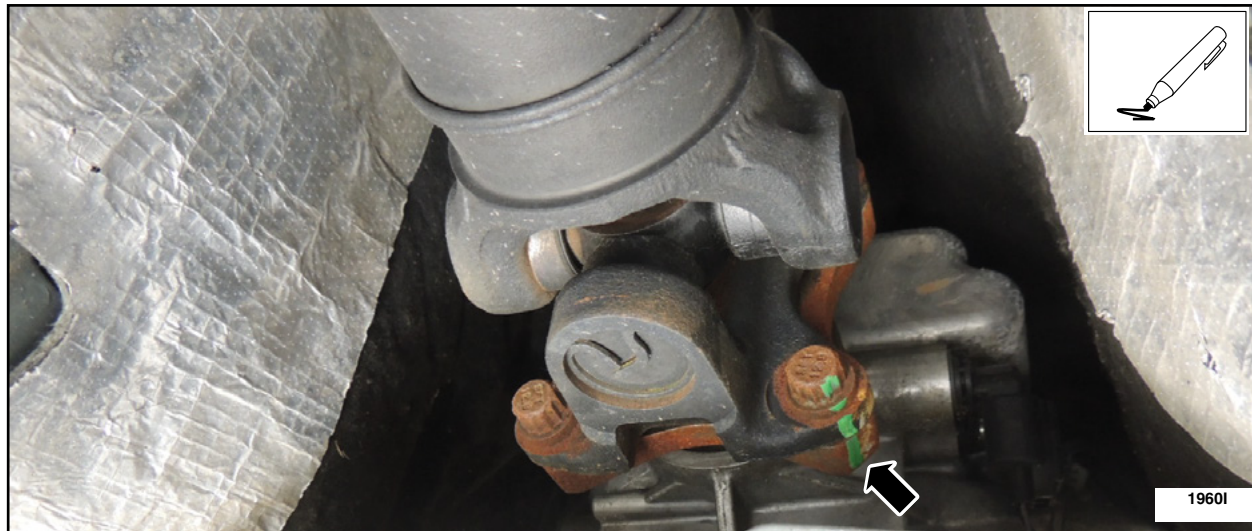


FIGURE 8



10. Remove and discard the four driveshaft to transmission flange bolts. See Figure 9.

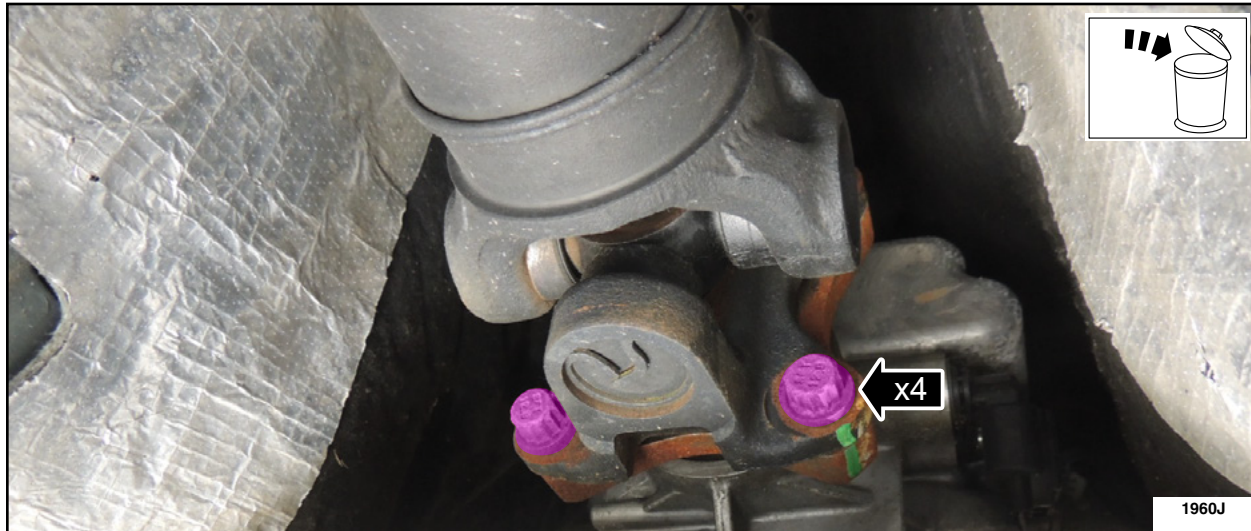


FIGURE 9

11. Pry the driveshaft off of the transmission flange and rest the driveshaft on the transmission crossmember. See Figure 10.

NOTICE: Do not over articulate the driveshaft or damage may occur. The maximum articulation of any U-joint is 15 degrees. Damage may occur if any U-joint of the driveshaft is flexed further than the maximum allowable degrees.

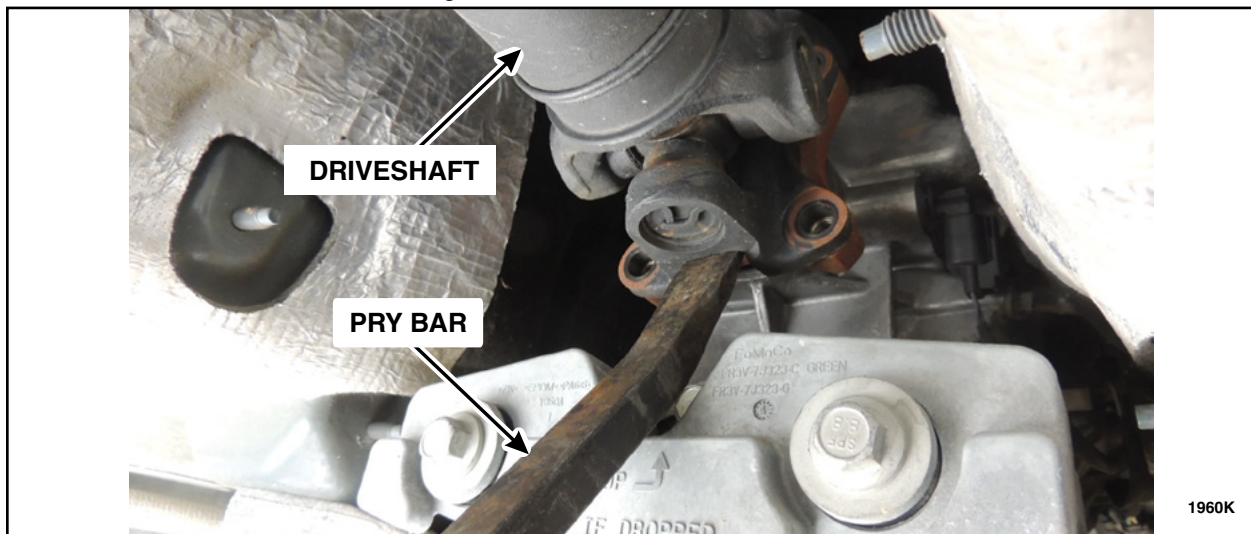


FIGURE 10



12. Position a block of wood and a jack stand under the transmission crossmember. See Figure 11.

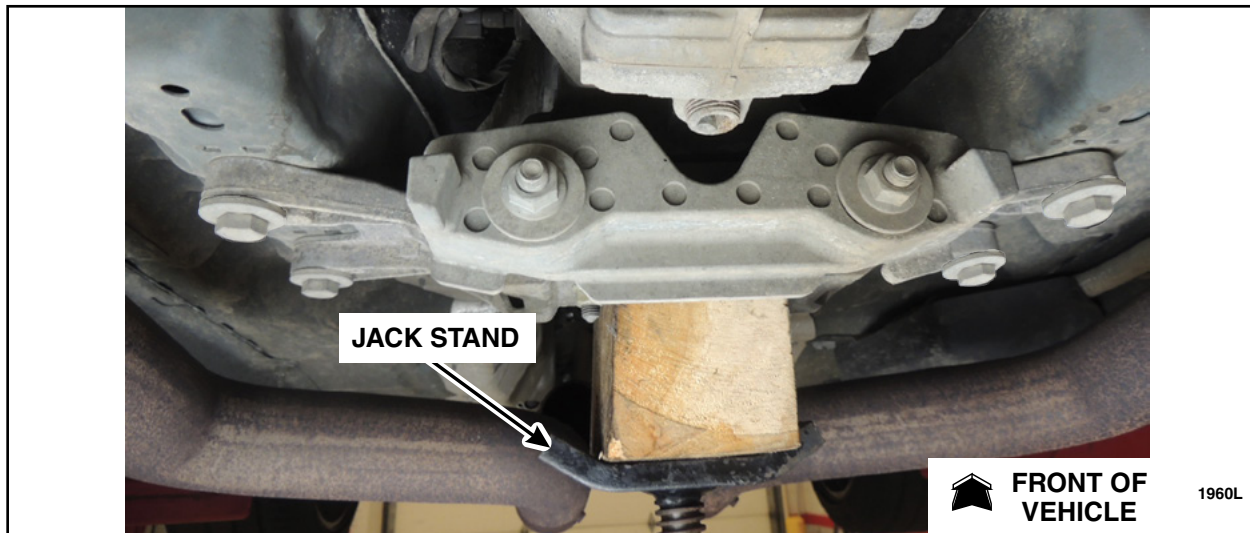


FIGURE 11

13. Remove the four transmission crossmember bolts. See Figure 12.



FIGURE 12



14. Using the jack stand, lower the transmission crossmember no more than 3 inches with the driveshaft positioned on top. See Figure 13.



FIGURE 13

15. Position the driveshaft to the right hand (RH) side and remove and discard the gearshift lever threaded pin. See Figure 14.

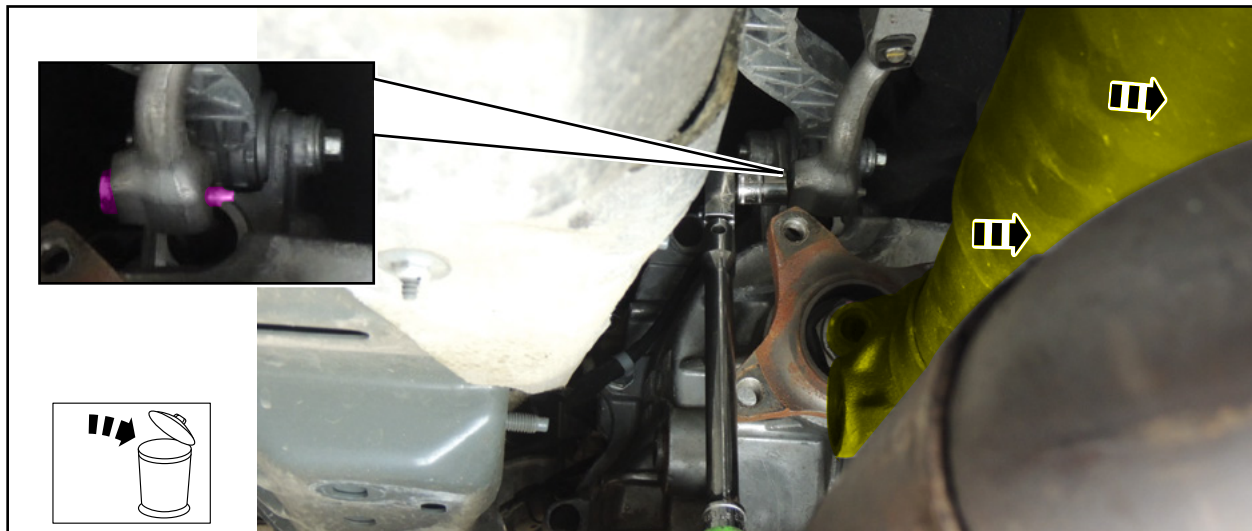


FIGURE 14



16. Position the driveshaft to the left hand (LH) side and remove the gearshift lever to transmission bolt. See Figure 15.

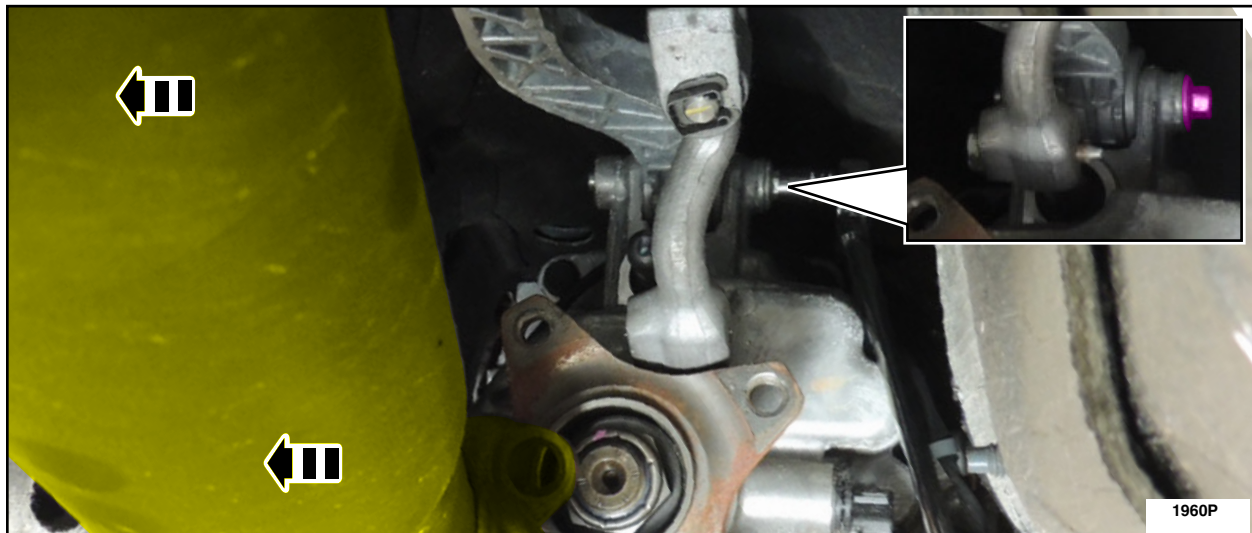


FIGURE 15

17. Remove and discard the gearshift lever nuts and the gearshift lever assembly. See Figure 16.

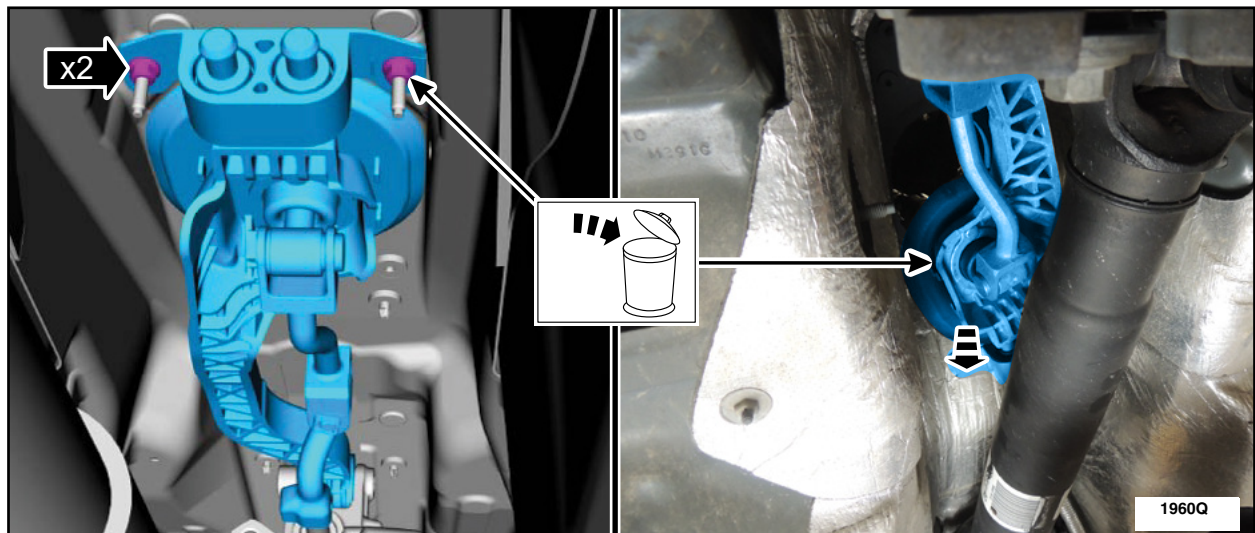


FIGURE 16



18. Prior to installation, inspect to ensure the rear bushings are intact. If the bushings are loose, reinstall. See Figure 17.

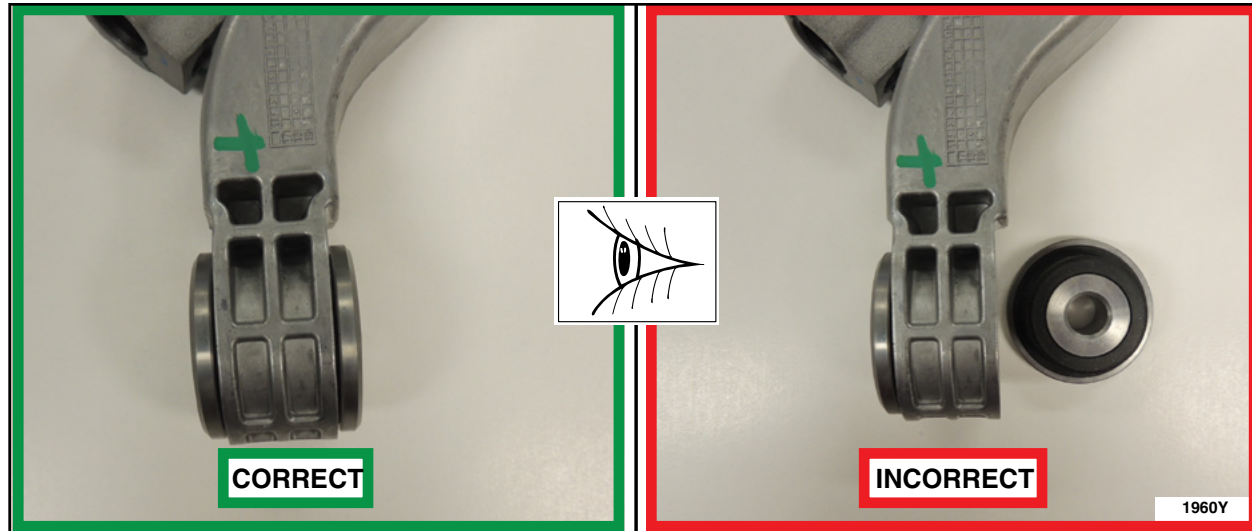


FIGURE 17

19. Install the *new* gearshift lever assembly and nuts. See Figure 16.

- *Torque:* 97 lb.in (11 Nm)

20. Install the gearshift lever to transmission bolt. See Figure 15.

- *Torque:* 30 lb.ft (40 Nm)

21. Position the driveshaft to the RH side. See Figure 14.

22. Install the *new* gearshift lever threaded pin. See Figure 14.

- *Torque:* 133 lb.in (15 Nm)



23. Raise the transmission crossmember, while at the same time aligning the driveshaft to the transmission flange using the paint stick mark. See Figure 18.

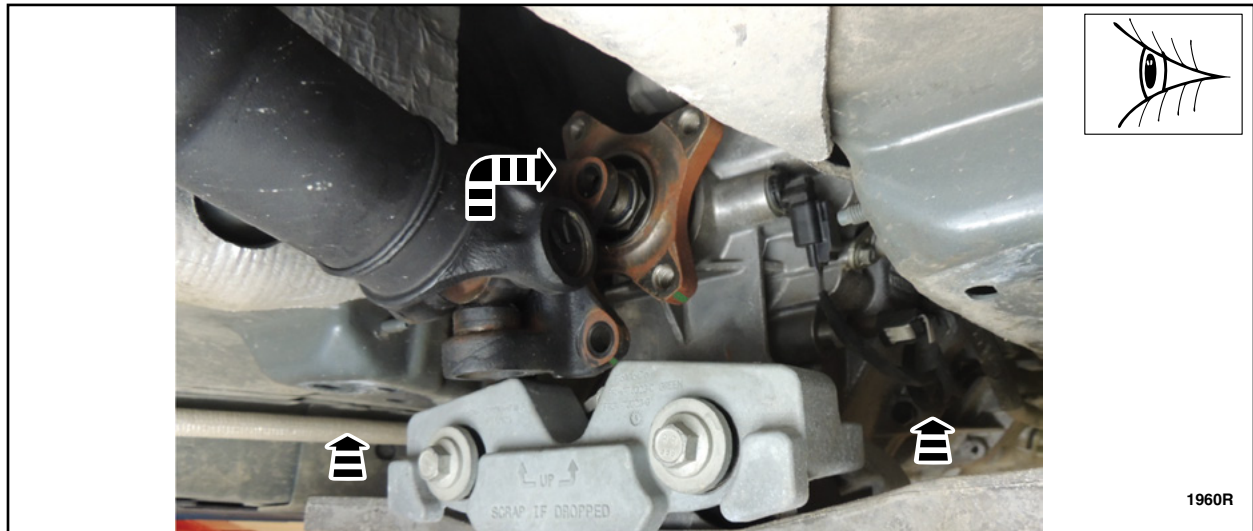


FIGURE 18

24. Install the four transmission crossmember bolts. See Figure 12.
- *Torque:* 46 lb.ft (63 Nm)
25. Install the four *new* driveshaft to transmission flange retainers. See Figure 9.
- *Torque:* 80 lb.ft (109 Nm)
26. Position the exhaust clamps forward to their correct locations and engage the safety retainers. See Figure 7.
27. Tighten down the exhaust clamp nuts. See Figure 6.
- *Torque:* 35 lb.ft (48 Nm)



28. Inside the vehicle, pull the white installation cord upwards and clockwise at the same time, to seat the attached gearshift assembly's rubber grommet to floor pan seal over the sheet metal. See Figure 19.

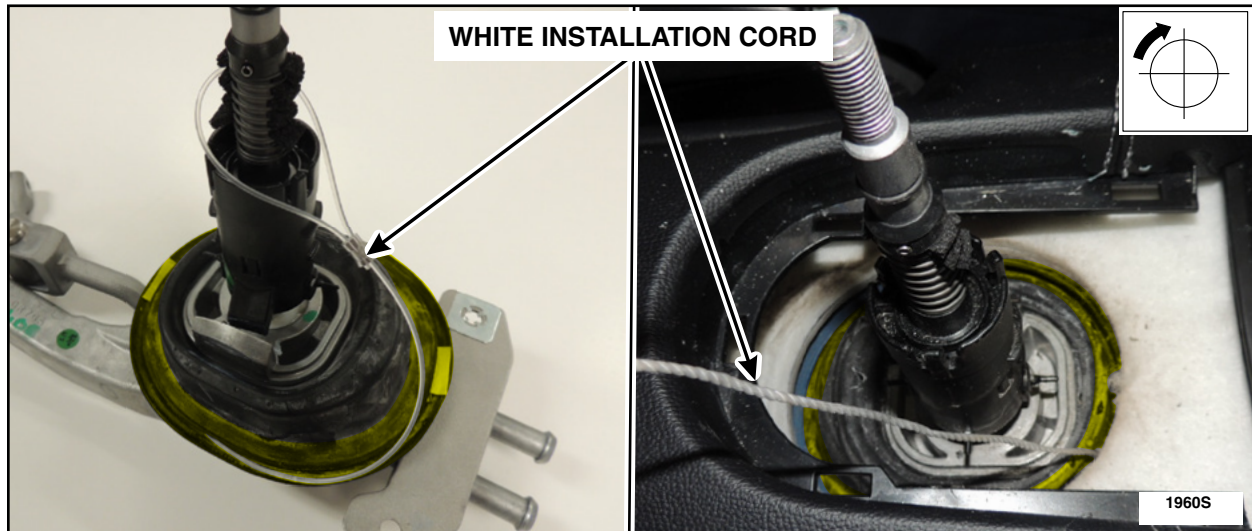


FIGURE 19

29. Install the rubber NVH boot over the gearshift. See Figure 20.

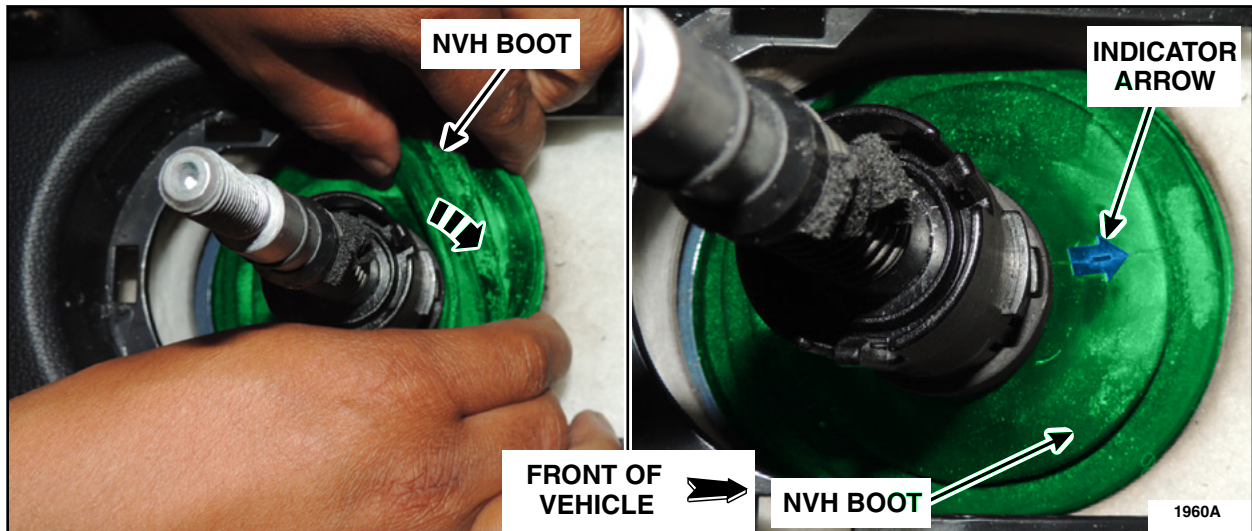


FIGURE 20



30. Inspect the NVH boot for the correct installation position. See Figure 21.

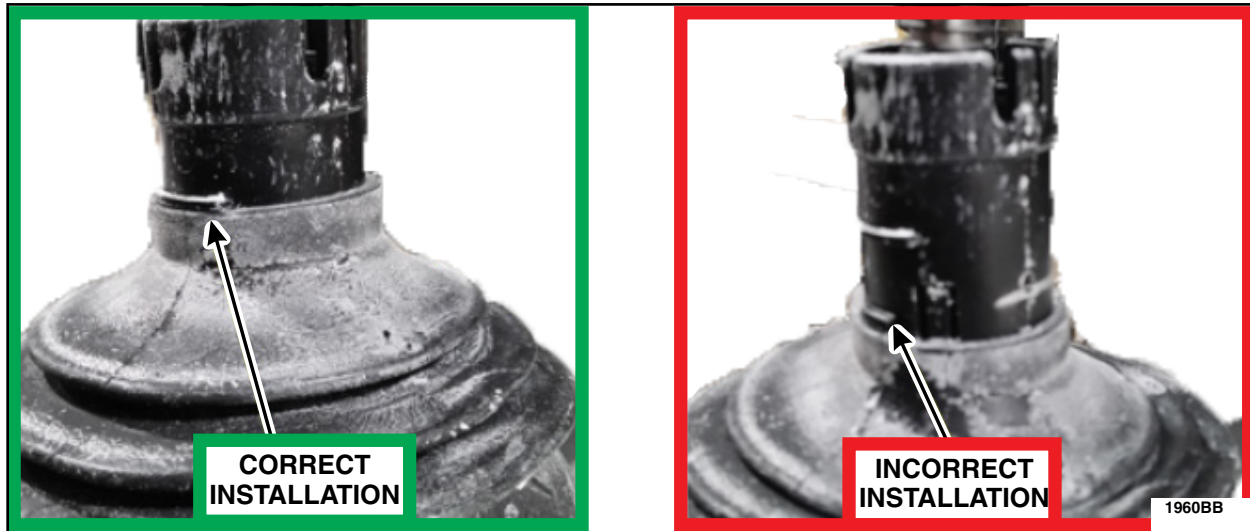


FIGURE 21

31. Install the gearshift lever boot onto the reverse lock out sleeve's three retention tabs. See Figure 22.



FIGURE 22



32. Install the gearshift bezel. See Figure 23.

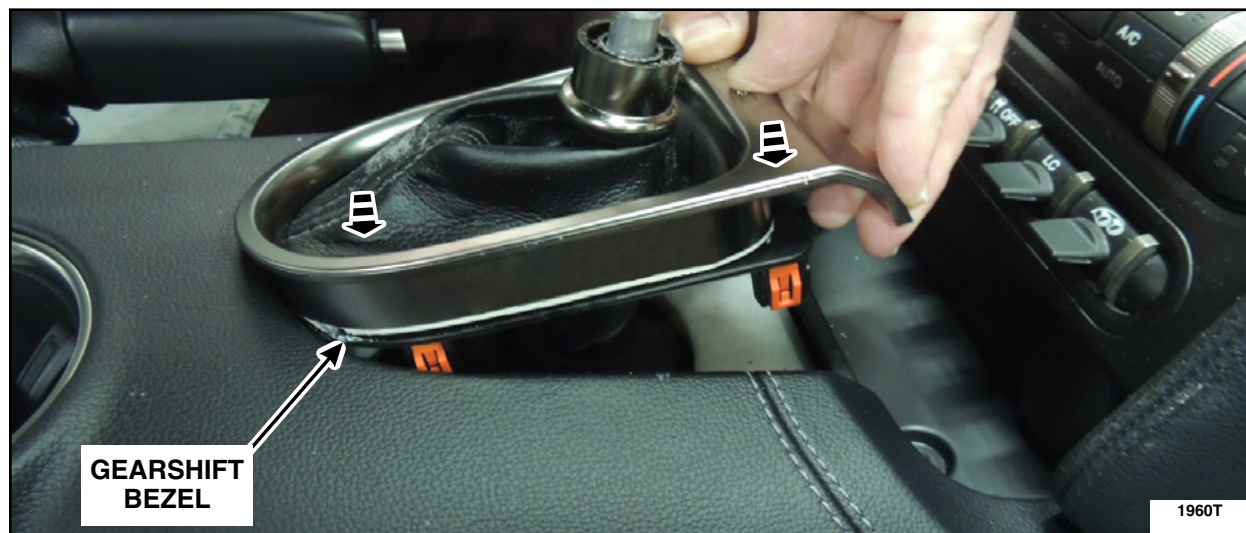


FIGURE 23

33. Install the center console mat. See Figure 24.

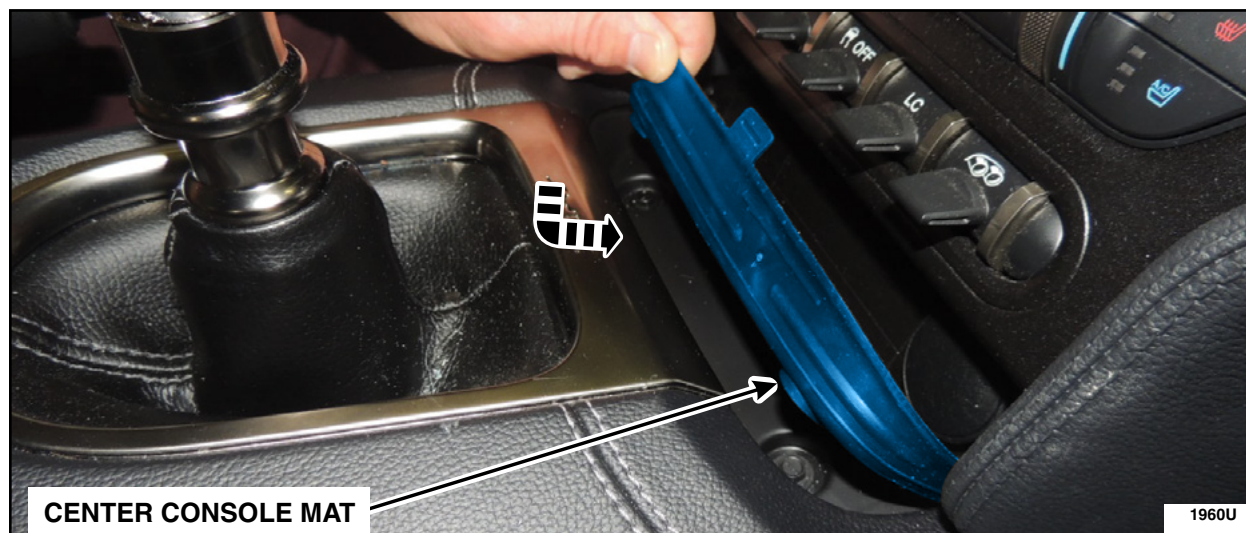


FIGURE 24



NOTE: The *new* gearshift lever assembly comes with a threadlocker patch. The knob must be squarely positioned with in two minutes of installation.

34. Install the *new* gearshift knob or the customer's aftermarket gearshift knob clockwise until bottomed out and then turn counterclockwise up to a maximum of 359 degrees to center. See Figure 25.



FIGURE 25

NOTE: Allow gearshift knob to set for 1 hour before releasing the vehicle.

NOTE: Notify the customer to allow the gearshift knob to set for 24 hours before any aggressive shifting.

NOTE: Once the 2 minute set time has passed, if the knob has been twisted and/or removed, fully remove the gearshift knob, clean the threads, and Apply Motorcraft® Threadlock and Sealer TA-25-B. Install the gearshift knob.

