

Short Shifter

Short Shifter and Stabilizer Installation For the CRX, Civic and Integra

Obviously, you need to pick out a shifter. There are several manufacturers producing short shifters such as Neuspeed, Hurst, and B&M to name a few. Most manufacturers are the same with a few exceptions. B&M's short shifter probably has the shortest throw. The "typical" shifters will all have identical throws. I personally recommend staying away from adjustable fulcrum shifters. Since the installation of a shift stabilizer is I've only made comments about when to install within the write-up. Now for the install...

Tools Necessary

- * Metric socket set
- * Metric wrenches
- * Jack and jack stands
- * Screw driver
- * Vice Grips
- * 1/4" or 8mm punch

This process works for any Honda or Acura that uses a rod shifter. This would be the best time to install a shift stabilizer if available. These can be found on EBAY for \$12-15 and are excellent quality items.

Start by removing the shift knob



Once the shift knob is off, you will need to remove the center console. The only difference between installing a short shifter in a '88-91 CRX/Civic, '92-00 Civic, and '90-98 Integra's is the way the center console is removed. Usually, it is very self-explanatory. After the console is removed, each rod shifter Honda is the same. The pictures are from my '94 Si, but are applicable to CRX's and Integra's.



With the center console out of the way, pull back the weather seal.

Under the car, you need to remove the rear shifter mount. Remove the two bolts with a 12mm socket.



Up at the front, you need to remove the bolt that holds the front of the shifter rod with a 12mm box wrench. Energy suspension's shift stabilizer pictured.



At this point, you need to determine if you want to completely remove the shift linkage from the car. It isn't necessary, but it is easier if you pull it all out. *If you do not want to remove all of the linkage, skip to removing the bolt that attaches the shifter to the shift rod.*

First, pull back the rubber boot and pull off the small sleeve.
With the sleeve out of the way, use a 1/4" punch (or an 8mm punch) to remove the pin that attaches the shift rod to the transmission.



If you did not remove all of the shift linkage from the car, you will need to remove the bolt on the bottom of the shifter with 12mm wrenches. With the bolt out, you will need to remove the shifter and the rod on which the shifter pivots.



At this point, you will need to remove the two bolts that retain the shifter. It will be necessary to use vice grips to hold the top of the bolts.



Pull off the pivot retainer hardware.



Lube up the new shifter and slide on the shifter pivot hardware. This is a pain, so be patient.



Bolt the new shifter and hardware to the shift linkage.



At this point, you need to slip the linkage and shifter back into the car (if you didn't remove all of it) or attach the other shift rod to the bottom of the shifter.

In the case of B&M shifters, you need to use the supplied o-rings to fill the space shown below. The left picture is from a civic. This shift linkage requires the use of two o-rings. The right picture is of an Integra or 6th gen Civic Si linkage. This requires all of the supplied o-rings.



Slip the shift linkage back into the car (if you took it all out) and attach the linkage to the output on the transmission and attach the shift linkage with the bushing to the side of the transmission.

The bolt the rear bushing to the chassis.



Inside the car, pull the weather seal over the hole in the chassis.



Replace the center console.



Install your shift knob of choice!



This installation is relatively easy. If you are planning on installing a shift stabilizer, this is the best time to do so since everything is out and easy to access.