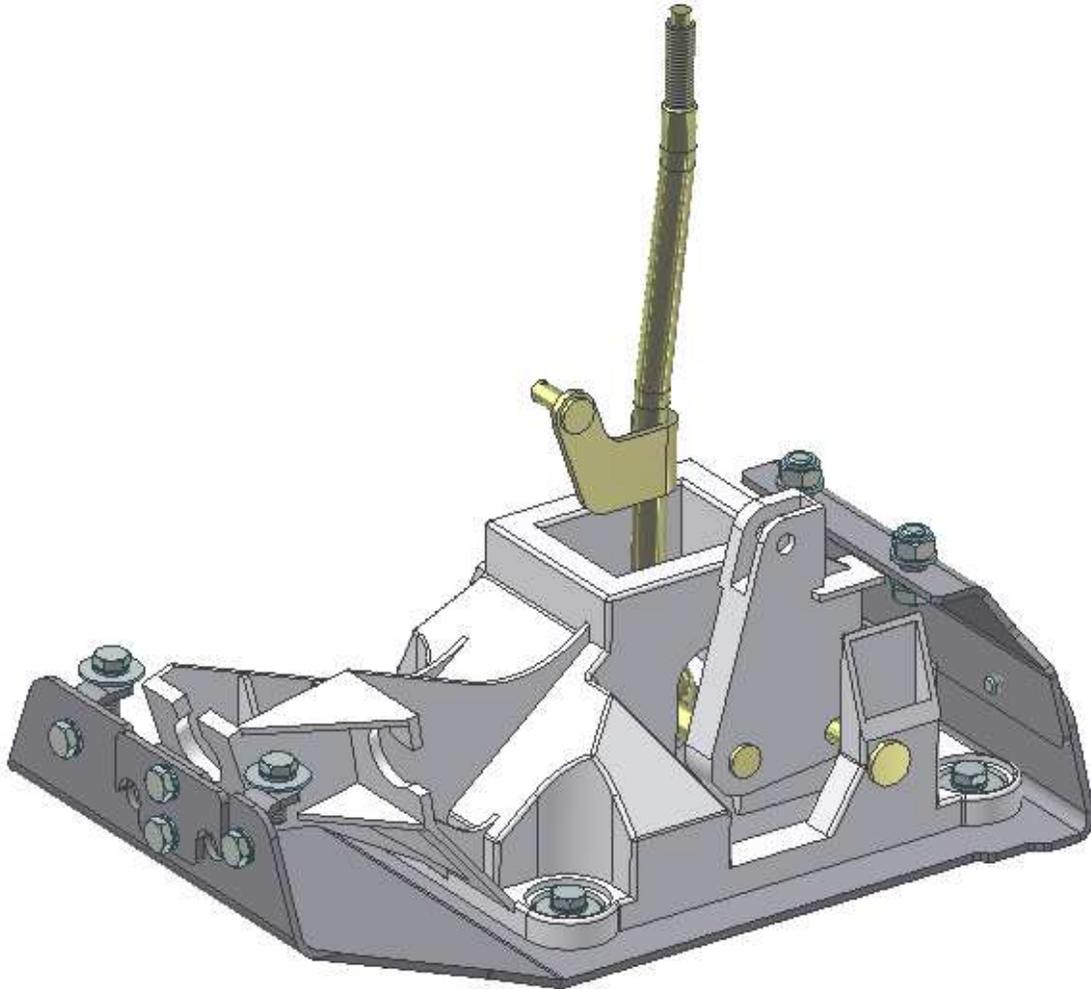


# KARCEPTS

## ENGINEERED SOLUTIONS



### Installation Instructions for Part #: KSM01 Shifter Mounting Kit for K-Series powered 92-00 Civics (non-Del Sol) & 94-01 Integras

This kit provides the SOLUTION for mounting a factory RSX/RSX-S shifter box into an EG, EK, or DC2 chassis while:

- Maintaining the factory center console & cup holders
- Eliminating cutting into the firewall for shifter cable routing
- Providing a rigid mounting base for more positive shifting feel
- Providing a seal between shifter and outside elements

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## Parts Included In Shifter Mounting Kit

DESCRIPTION	QTY
SHIFTER MOUNT	1
REAR SHIFTER MOUNT BRACKET	1
LEFT FRONT SHIFTER MOUNT BRACKET	1
RIGHT FRONT SHIFTER MOUNT BRACKET	1
CABLE COVER PLATE	1
1/4" CAP SCREW x 3/8" LG	4
1/4" CAP SCREW x 1/2" LG	*1 6
1/4" CAP SCREW x 3/4" LG	*2 6
1/4" LOCK WASHER	12
1/4" FLAT WASHER	8
*3 EXTRA-THICK 1/4" FLAT WASHER	4
M8 CAP SCREW	2
M8 LOCK WASHER	2
M8 FLAT WASHER	*4 4
*5 M8 LOCKNUT	2
SILICONE SEALANT	1

\*1 Qty of 6 used with USDM shifter box; Qty of 2 used with JDM shifter box.

\*2 Qty of 6 used with JDM shifter box; Qty of 2 used with USDM shifter box.

\*3 Used only with USDM shifter box.

\*4 Qty of 4 used on automatic transmission chassis; Qty of 2 used on manual transmission chassis.

\*5 Used only on automatic transmission chassis.

### Tools Required

Die Grinder

Dremel Tool

Center Punch

Drill

Drill Bits – 9/32" & 11/32" (11/32" for automatic chassis only)

Socket Set – 13mm, 7/16"

7/16" Open-End Wrench

Pliers

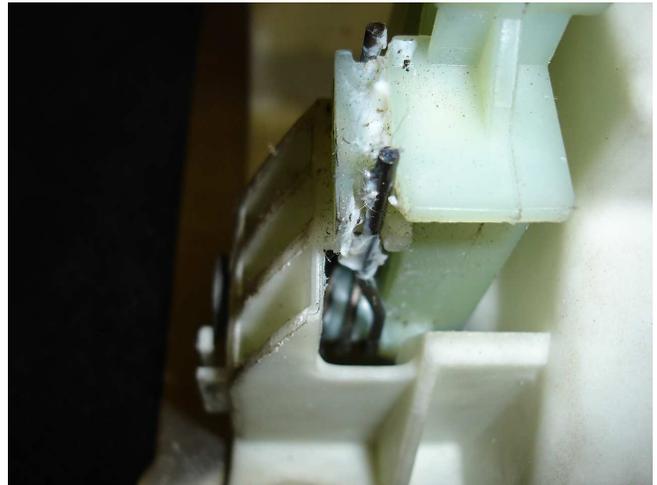
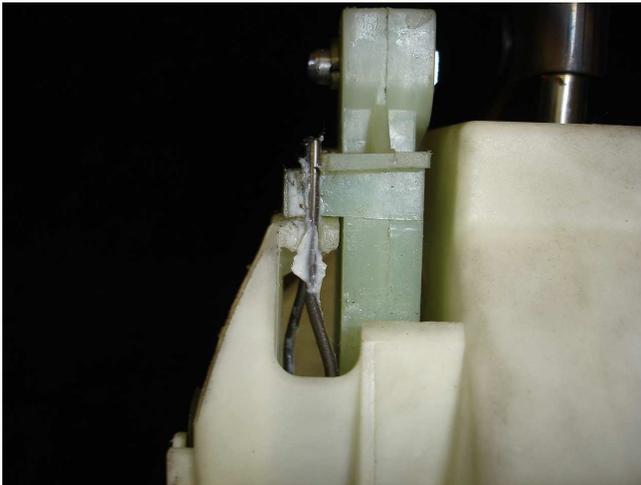
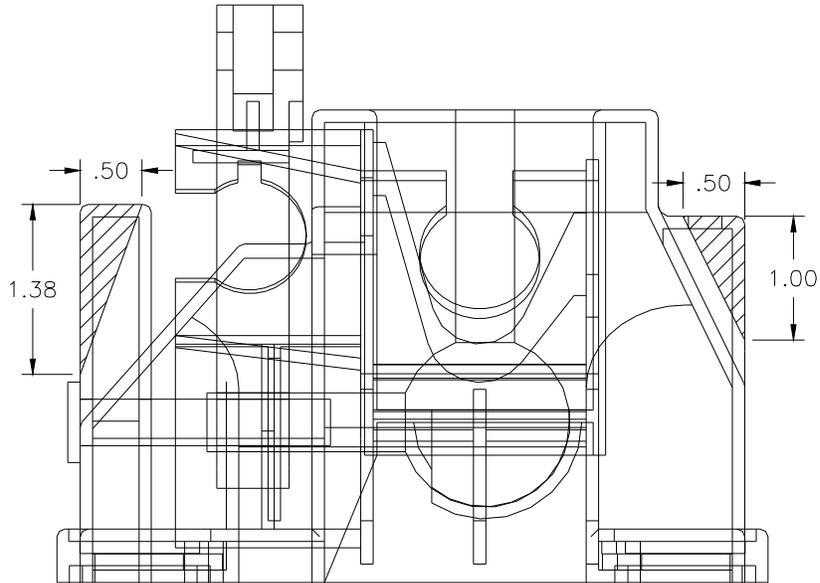
Scissors

Sharpie Marker

Note: Read all instructions before attempting installation. If you do not believe you are qualified in performing the necessary installation and modifications to your chassis, please find an experienced professional who can. Karcepts, Inc. will not be held responsible for improper modifications to your chassis. Per the sequence of instructions provided herein, it is your job to make certain the shifter mounting kit fits properly before cutting a hole into your chassis.

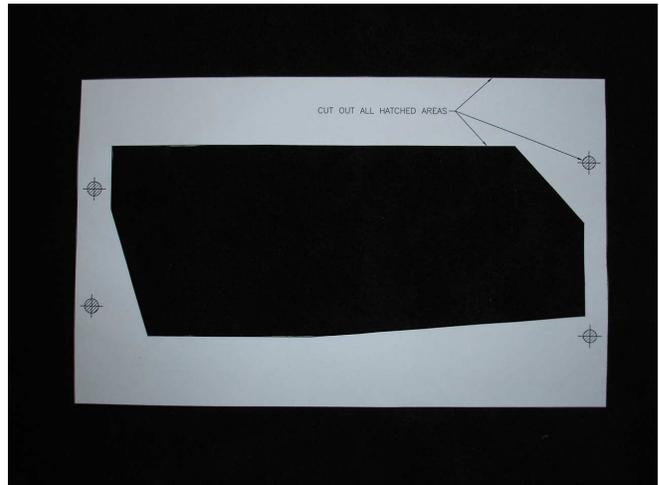
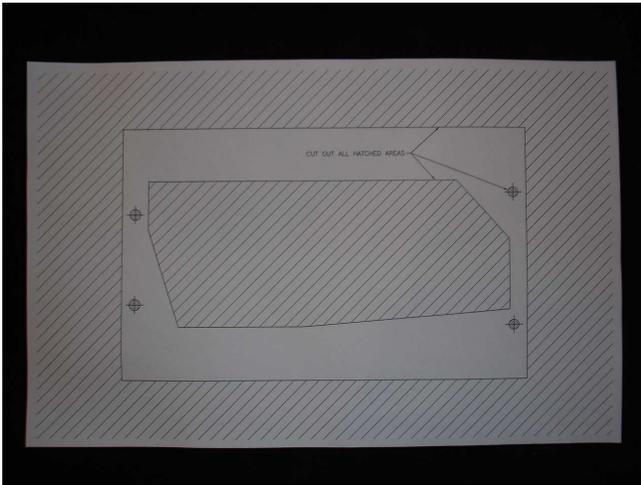
# 1. MODIFYING THE FACTORY RSX SHIFTER

Remove the material from the plastic base of the factory RSX shifter box as shown below (hatched areas). This is the minimum amount of material necessary to cut; otherwise, there may be interference issues with the shifter and the insides of the chassis tunnel. Be careful not to cut any extra material near the return spring or loss of the neutral return feature may result.

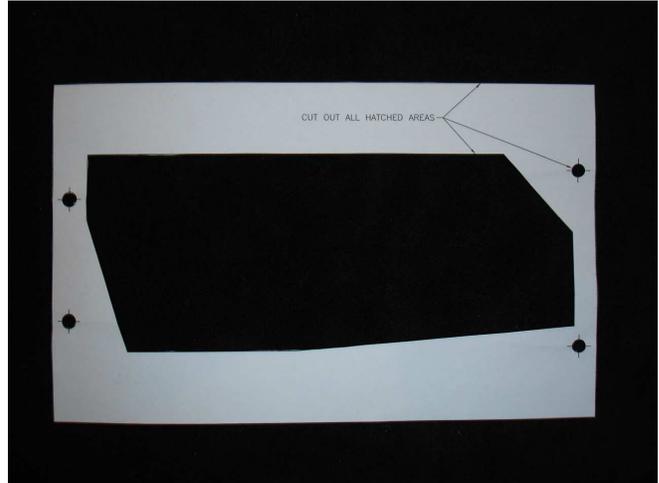
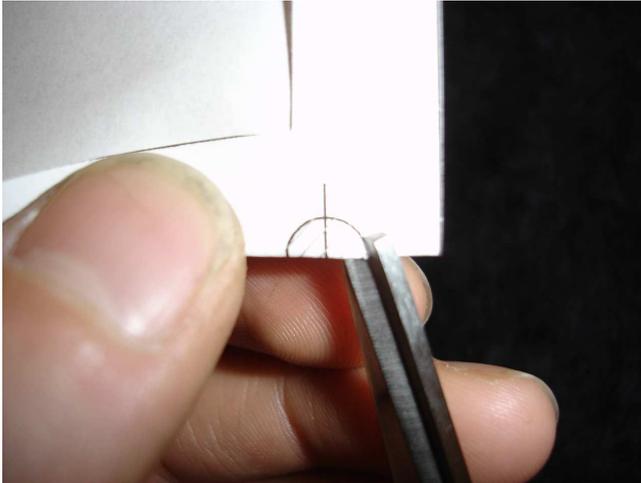


## 2. MODIFYING YOUR CHASSIS

1. Cut out the hatched areas of the provided template as shown below.



You can fold the template about the crosshairs of the holes to aid in cutting.



2. Place vehicle on jack stands and remove the seats, shift knob, center console, exhaust, and stock shifter from the chassis.

***If using a chassis that was originally automatic, follow steps 3 & 4; otherwise, skip to step 5.***

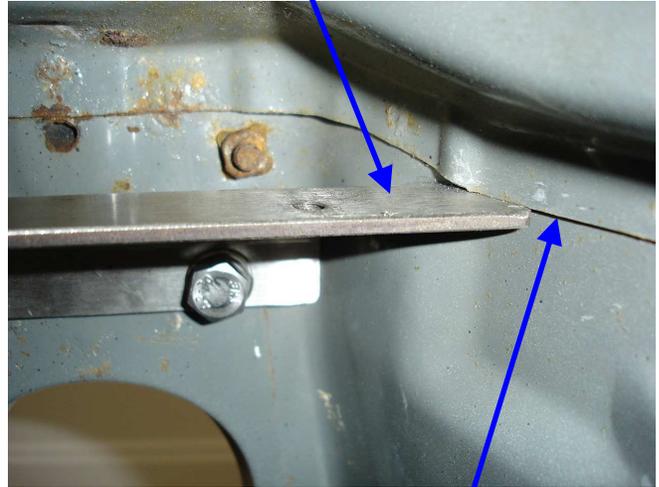
3. Note the crosshairs shown in the picture below. The outer layer of sheet metal in this area has large holes punched out of it. The center of these holes is where you will need to mark, center punch, and drill two 11/32" holes into the second layer of sheet metal. Before drilling, line up the narrower hole pattern from the template onto the markings. Adjust your markings if slightly off from what the template shows, then proceed to drill.



## 2. MODIFYING YOUR CHASSIS (continued...)

4. To confirm position of the holes just drilled, use the rear shifter mount bracket along w/ the provided M8 cap screws to position the bracket underneath the vehicle as shown. It is not necessary to use the M8 locknuts at this time, as you can hold the screws in place while confirming position. The back side of the rear shifter mount bracket should just touch (desired position) or may be a small distance away from the edge of an extra layer of chassis sheet metal on each side once the hardware is in place.

Back side of rear shifter mount bracket



Edge of extra layer of chassis sheet metal

**UNACCEPTABLE**

If the holes drilled position the rear shifter mount bracket in this fashion, you will need to slot the holes out to position it correctly, as the rear bracket will not mount properly with this interference.

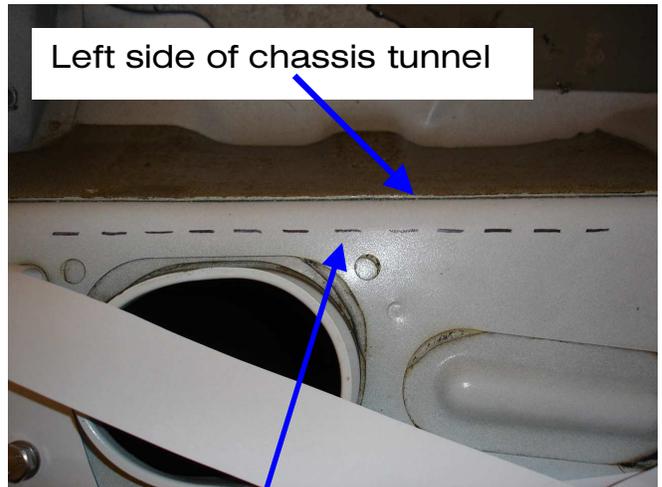


## 2. MODIFYING YOUR CHASSIS (continued...)

- Temporarily affix the template by threading the M8 cap screws into the welded nuts of the chassis (or place M8 cap screws in newly drilled holes of an automatic transmission chassis). You will have to slide the template underneath of the carpet in some areas.



- The paper template is a bit flexible, so as best you can, keep the long straight side of the template parallel with the left side of the chassis tunnel and mark the centers of the two upper holes. Before marking the cut-out for your chassis, we will confirm the hole locations in the future steps.



Dashed line indicates side of template

Once parallelism is confirmed, mark the centers of the holes for drilling.



## 2. MODIFYING YOUR CHASSIS (continued...)

7. Center punch and drill two 9/32" holes where you had marked in step 6.



***If using a chassis that was originally automatic, follow step 8; otherwise, skip to step 9.***

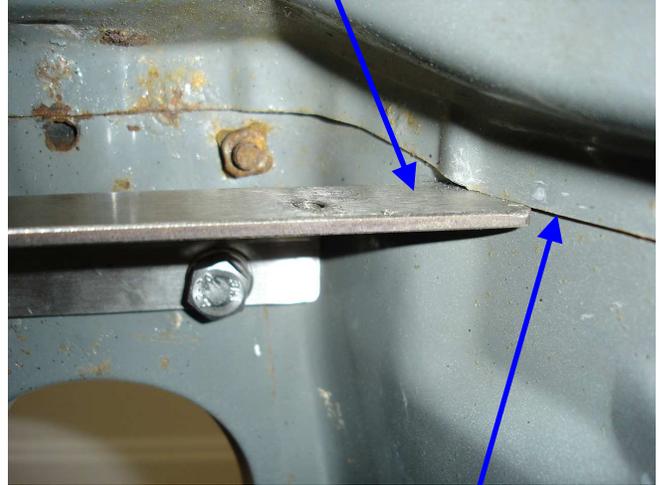
8. Mark a 1" diameter circle around the holes just drilled. You will now need to remove the spot welded automatic cable guard from the chassis tunnel without removing material inside of the 1" diameter circles just marked.



## 2. MODIFYING YOUR CHASSIS (continued...)

9. Temporarily install the rear shifter mount bracket underneath the vehicle with two M8 cap screws, M8 lock washers, and M8 flat washers (additionally use the extra M8 flat washers and lock nuts with an automatic transmission chassis). The back side of the rear shifter mount bracket should just touch (desired position) or may be a small distance away from the edge of an extra layer of chassis sheet metal on each side once the hardware is in place.

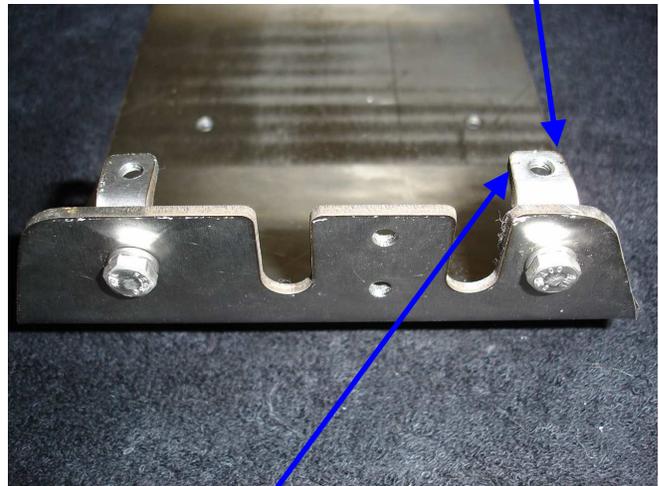
Back side of rear shifter mount bracket



Edge of extra layer of chassis sheet metal

10. Attach the left and right front mount brackets to the shifter mount with two of the 1/4" cap screws (3/8" long) and 1/4" lock washers. Square up the brackets by holding them with a pair of pliers while tightening. Make certain to observe the pictures below to properly identify where each bracket goes, as they are not identical.

Tapered side of left bracket



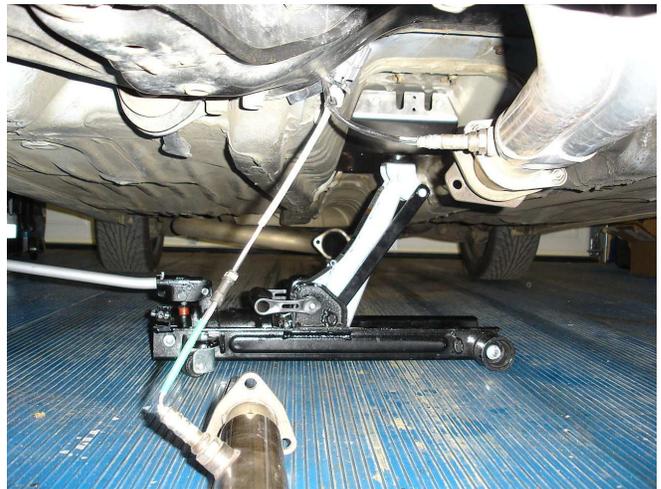
Wider (left) bracket on this side; taper on top

## 2. MODIFYING YOUR CHASSIS (continued...)

11. Hand tighten the shifter mount to the rear mount bracket utilizing two of the 1/4" cap screws (1/2" long), 1/4" lock washers, and 1/4" flat washers.



12. Use a jack or a friend to hold up the front of the mount snug to the chassis.



13. Check alignment of holes drilled. If necessary, mark and slot holes out until you can fully see the tapped holes of the front brackets. These extra steps were provided due to multiple variables that can contribute to poorly aligned holes.



## 2. MODIFYING YOUR CHASSIS (continued...)

14. Now that everything lines up, you can mark your chassis for cutting. Remove the shifter mount and rear bracket from the vehicle and re-attach the provided template with the M8 cap screws in the rear. Also place two 1/4" cap screws (3/4" long) with 1/4" lock washers and 1/4" flat washers in the front holes just drilled (and possibly slotted) to support the front of the template.



15. Dremel the tight spots and grind the longer straight areas. Smooth all edges and burs. Be careful not to cut too close to any of the supporting holes!



### 3. MOUNTING THE SHIFTER

1. Re-attach the rear mount bracket following step 9, from *MODIFYING YOUR CHASSIS*. Apply a liberal amount of the silicone sealant to the gaps of the inside of the rear mount bracket as shown.



2. Attach RSX cables to your factory RSX shifter box.  
***If using a JDM shifter box, follow steps 3 & 4, skipping step 5; for a USDM shifter box, skip steps 3 & 4 and continue onto step 5.***
3. Remove the pressed in metal inserts from the JDM shifter box.

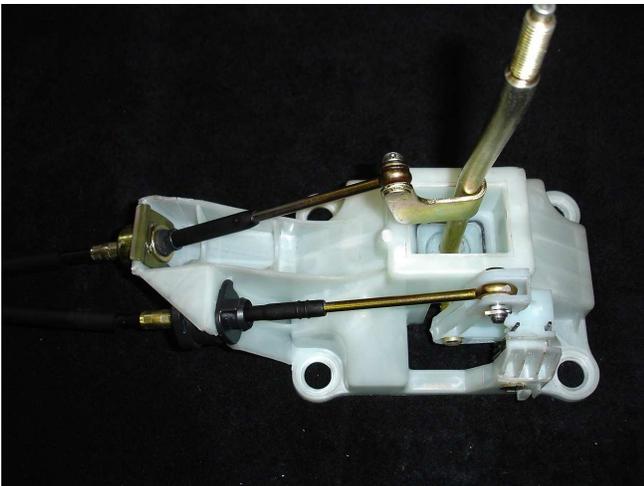


### 3. MOUNTING THE SHIFTER (continued...)

4. Bolt the JDM shifter box to the shifter mount using four 1/4" cap screws (3/4" long), 1/4" lock washers, and 1/4" flat washers.



5. Bolt the USDM shifter box to the shifter mount using four 1/4" cap screws (1/2" long), 1/4" lock washers, 1/4" flat washers, and the extra-thick 1/4" flat washers.



### 3. MOUNTING THE SHIFTER (continued...)

6. Install the cable cover plate with 1/4" cap screws (3/8" long) and 1/4" lock washers. The cable cover plate is not symmetrical as one of the slots is higher than the other by 1/32". The higher slot needs to cover the front-to-back motion cable. After installed, you can apply some silicone sealant around each cable where they protrude from the cover plate.



7. Slide the whole assembly underneath the vehicle and up into the cut-out. You may have to try multiple angles to get everything to slide up in there nicely. (If any troubles arise getting it to fit, take a look from inside of the car to see if there might be some more trimming of the chassis tunnel necessary to avoid shifter box interferences.) Hand tighten the shifter mount to the rear shifter mount bracket with two 1/4" cap screws (1/2" long), 1/4" lock washers, and 1/4" flat washers. Move to the inside of the car and use two 1/4" cap screws (3/4" long), 1/4" lock washers, and 1/4" flat washers to mount the front of the shifter mount into place. You may tighten these screws firmly at this time. Now go back under the car and finish tightening the rear of the shifter mount to the rear mount bracket. You will most likely need a 7/16" open-end wrench for this, as space is limited.



## 4. RUNNING THE CABLES

When using an EG/DC2 crossmember, run the cables underneath of the crossmember and into the engine bay. You should be able to utilize a tapped hole in the bottom of the crossmember to mount one of the cable mounting brackets supplied with the RSX cables. If unable to utilize a tapped hole, tie wrap or affix cables properly such that they do not contact the header, exhaust, or anything else which may cause damage to them.



When using an EK crossmember, run the cables above the crossmember and into the engine bay. Tie wrap or affix cables properly such that they do not contact the header, exhaust, or anything else which may cause damage to them. Once cables are run properly, attach their ends to the transmission using the factory Honda mounting hardware.



## 5. FINAL CHECKS/SEALING

Before installing your center console or sealing the mount completely, you will need to make certain you can shift through all gears smoothly and that you are able to engage into reverse gear. Problems may arise with this if not enough material was removed or there are any burrs that exist on the left rear edge of the cut-out. This is due to the side-to-side lever arm potentially being too close to the edge of the cut-out. If adequate material is removed, there will be no issues. If necessary, unbolt the shifter mount and make final adjustments to your chassis with a dremel or grinder.

Left rear edge includes these areas



If all motion is smooth, you may apply the silicone sealant underneath the vehicle to all edges of the shifter mount assembly for a completely sealed enclosure.



Re-install the factory center console, shift knob, seats, and exhaust.

***Exhaust Note: The Karcepts Shifter Mounting Kit avoids any exhaust interferences when the factory exhaust height is maintained. Clearances between the bottom of the shifter mount and the top of most exhaust systems have been observed to be around 1.5 inches. If this dimension is less than 1.0 inch, the use of exhaust wrap under this area is required.***

CONGRATULATIONS! YOU NOW HAVE ONE OF THE CLEANEST LOOKING K-POWERED VEHICLES AROUND!



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