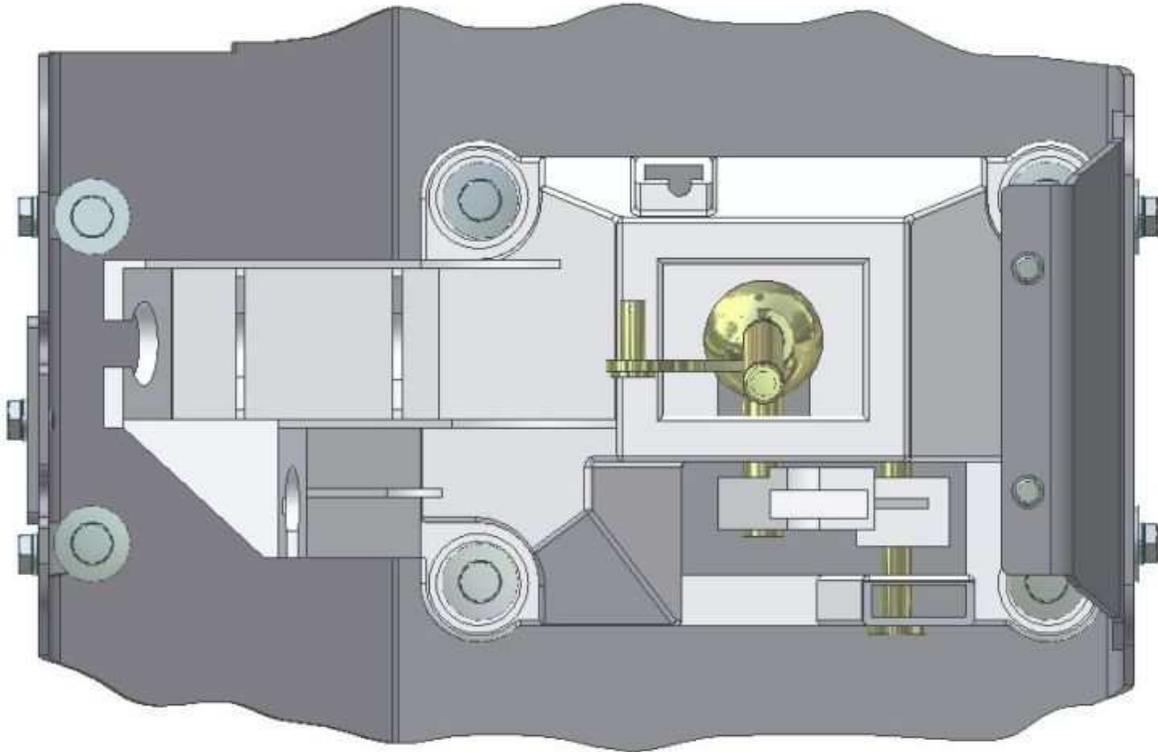


KARCEPTS

ENGINEERED SOLUTIONS



Installation Instructions for Part #: KSM02 & KSM03 Shifter Mounting Kit for K-Series powered 88-91 Civic's & CRX's

This kit provides the SOLUTION for mounting a factory RSX/RSX-S shifter box into an EF 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	2
PLASTIC WING NUT	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.

Tools Required

Metal Cutting Grinder

(Dremel Tool w/ EZ Lock 1.5" Cut-Off Wheels recommended)

Center Punch

Drill

9/32" Drill Bit

Socket Set – 13mm, 7/16"

7/16" Open-End Wrench

Pliers

Scissors

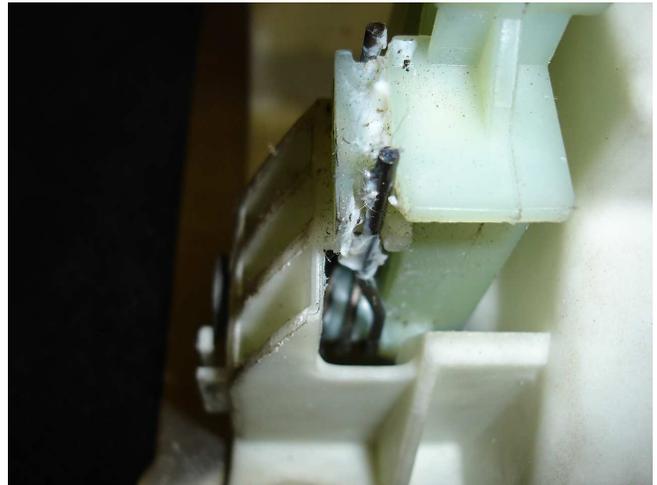
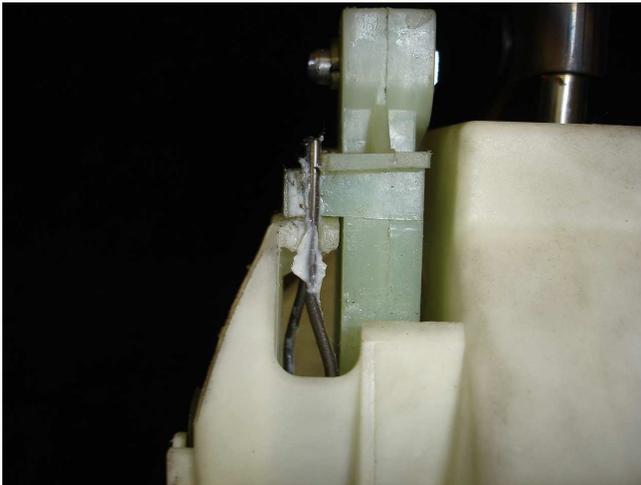
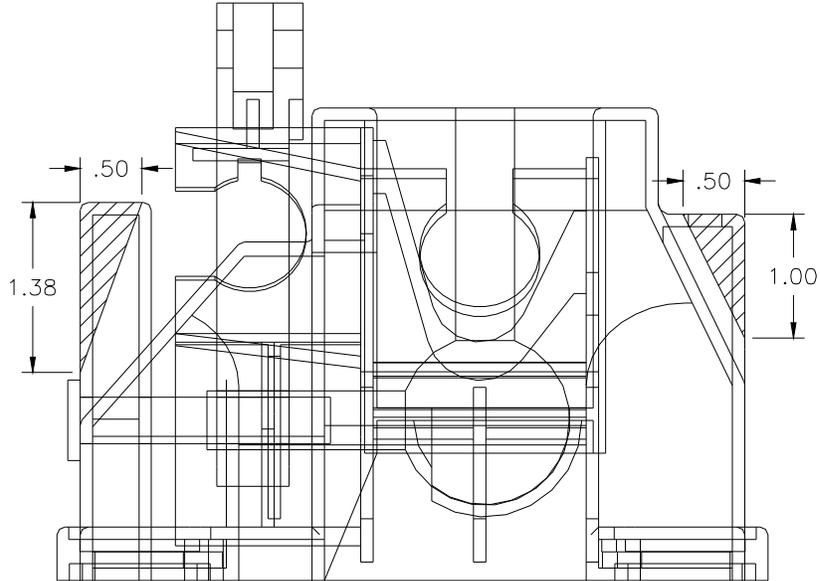
Tape Measure

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.

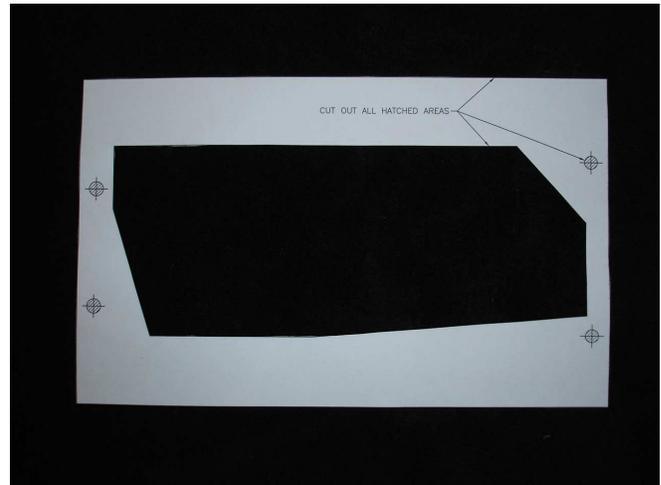
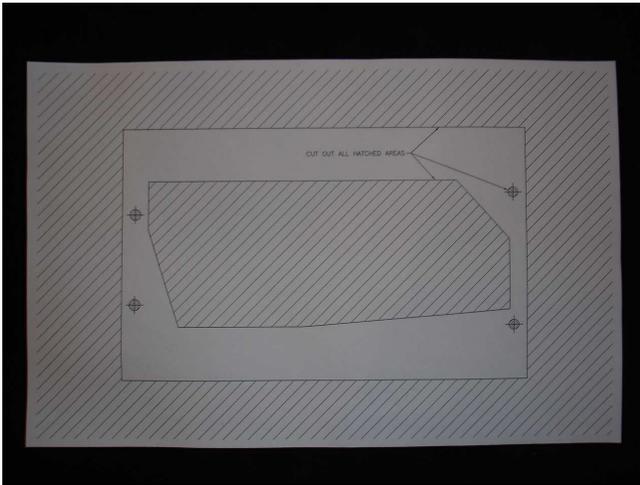
1. MODIFYING THE RSX STYLE SHIFTER BOX

Remove the material from the plastic base of the RSX style 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.

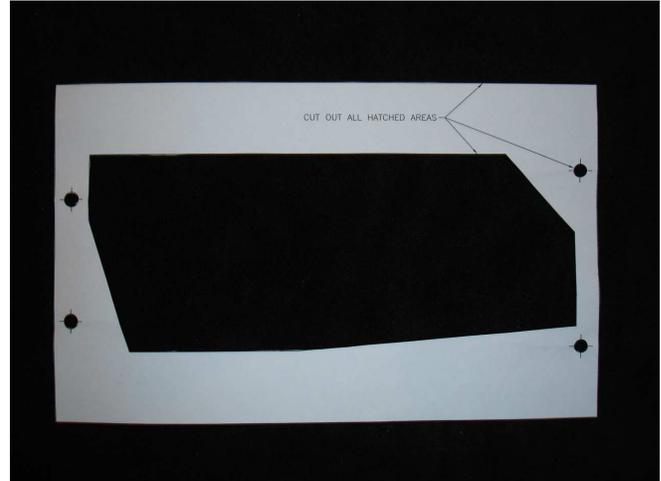
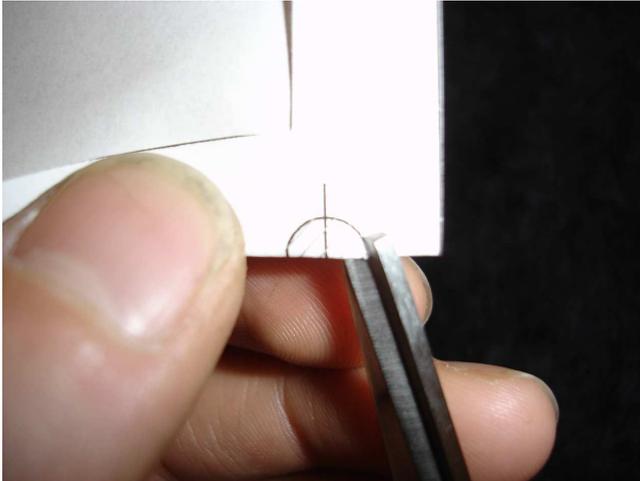


2. MODIFYING YOUR CHASSIS

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.

2. MODIFYING YOUR CHASSIS (continued...)

3. Remove the console mounting bracket and discard as it will no longer be utilized.

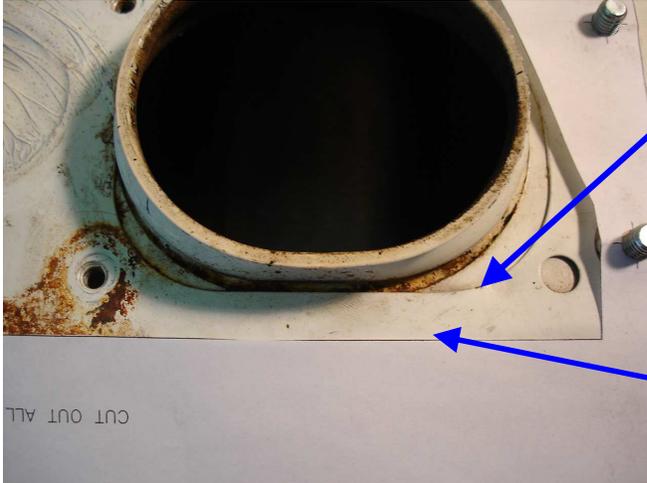


4. Temporarily affix the template by threading the M8 cap screws into the welded nuts of the chassis and slide the template underneath the carpet. You will first have to cut some of the carpet in order to accomplish this. Make note of the shape and perimeter of the console such that you do not remove carpet in any area where it will no longer be covered by the console.



2. MODIFYING YOUR CHASSIS (continued...)

5. The paper template is a bit flexible, so as best you can, keep the longer straight side of the template parallel with the left edge of the sheet metal surrounding the shifter hole; then 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.



Left edge of sheet metal surrounding shifter hole

Longer straight side of template (make parallel)



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

6. Center punch and drill two 9/32" holes where marked.



2. MODIFYING YOUR CHASSIS (continued...)

7. Temporarily install the rear shifter mount bracket underneath the vehicle with two M8 cap screws, M8 lock washers, and M8 flat washers.



8. There are extra layers of thin sheet metal attached to the bottom of the shifter tunnels on the 88-91 Civic chassis. A portion of this extra layer of sheet metal will need to be removed for proper shifter kit fitment. Affix the tape measure on the back edge of the rear shifter mount bracket. Then make marks with a sharpie or paint pen on the bottom left hand side of the chassis at dimensions 10-5/8" and 12-5/8" as shown.



2. MODIFYING YOUR CHASSIS (continued...)

9. Cut just the outer layer of sheet metal at the markings. The cut should start at the edge of the extra layer of sheet metal and continue all the way to the top of the shifter tunnel. Do not cut through the second layer. To provide the surgical cut needed, it is recommended to use a Dremel Tool with the EZ Lock 1.5" Cut-Off Wheel. Once the cut is complete, remove the outer layer of sheet metal as shown. You may need to utilize a chisel to break the metal away completely.

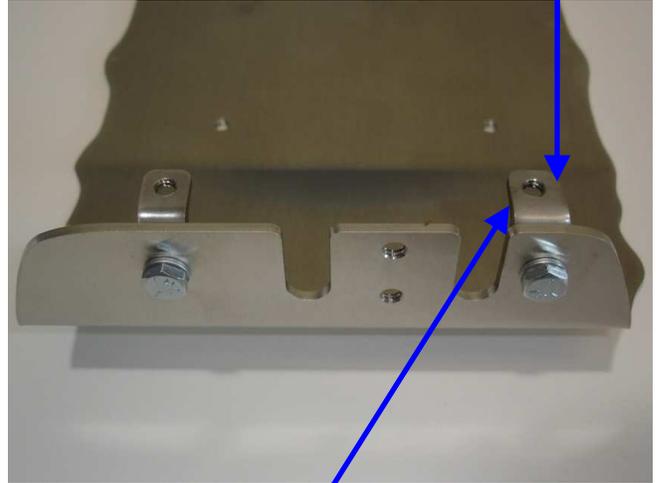


2. MODIFYING YOUR CHASSIS (continued...)

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



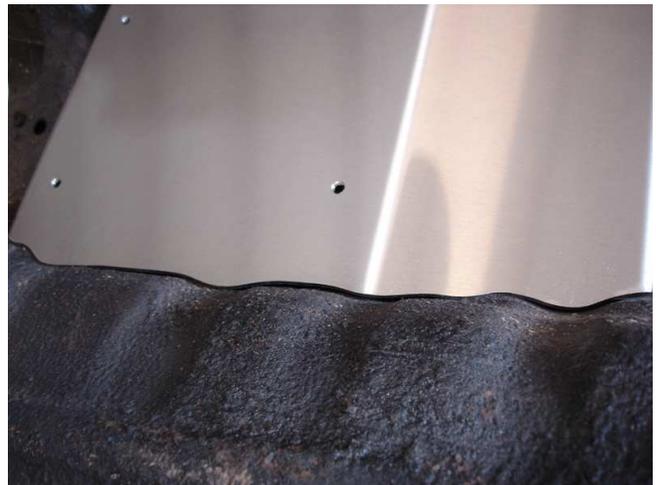
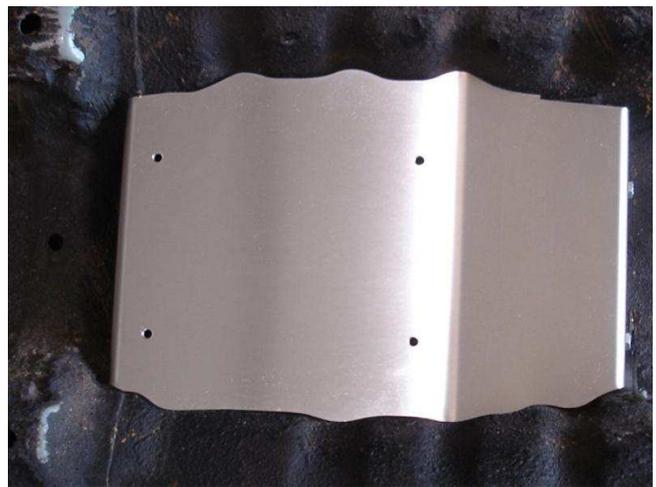
Wider (left) bracket on this side; taper on top

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.



2. MODIFYING YOUR CHASSIS (continued...)

12. Hold the front of the mount tight to the chassis. Check to make sure the shifter mounting kit fits snug underneath the tunnel to create a sealed enclosure for the RSX shifter box.



13. Now go into the cabin to check alignment of holes drilled. If necessary, mark and slot holes out until you can fully see the tapped holes of the front brackets.



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. Cut as shown. If your cutting tool does not cut deep enough, you may have to make one small auxiliary cut underneath the chassis to get the cutout to break away from the chassis completely. When done, smooth all edges and burrs.



3. MOUNTING THE SHIFTER

1. Re-attach the rear mount bracket following step 7, 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.

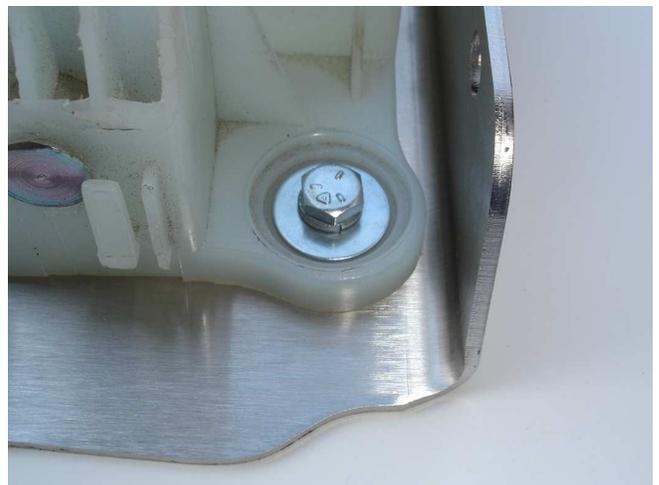
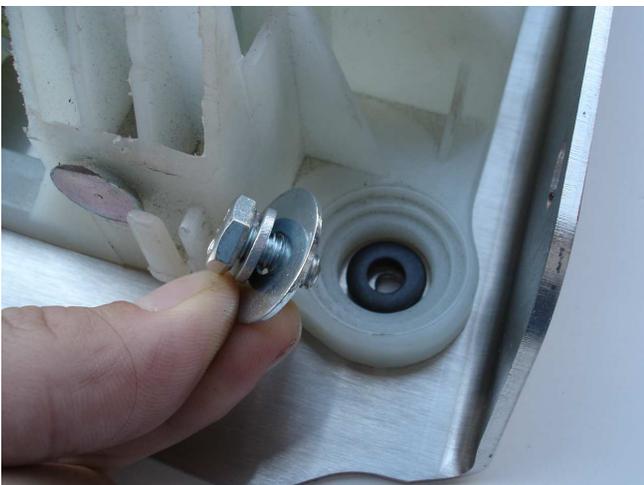
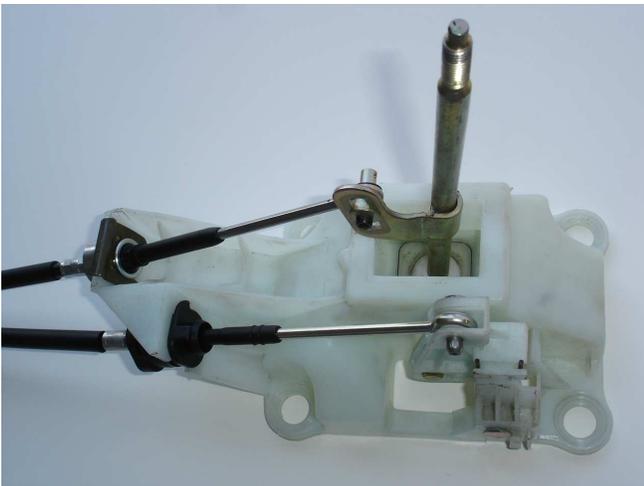


3. MOUNTING THE SHIFTER (continued...)

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.

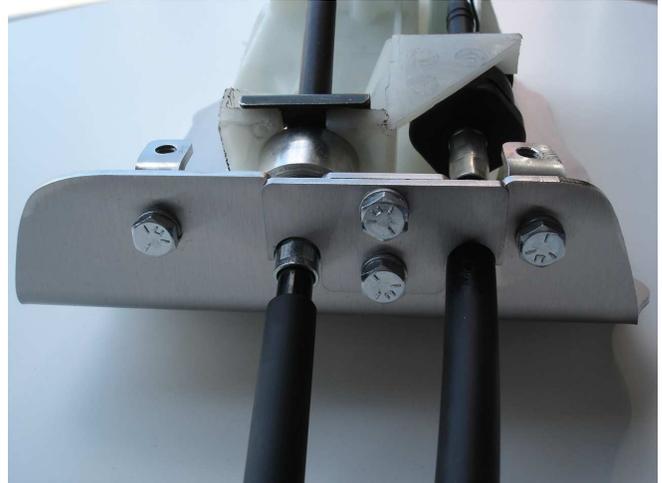
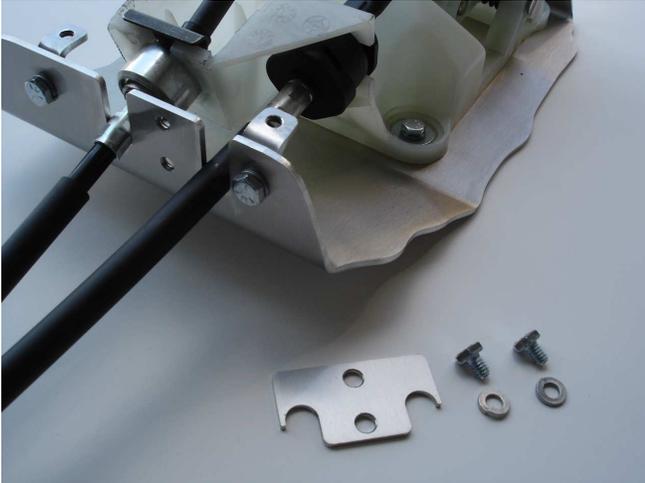


5. Bolt the USDM shifter box to the shifter mount using four 1/4" cap screws (1/2" long), 1/4" lock washers, 1/4" flat washers, and the extra-thick 1/4" flat washers.



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. 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

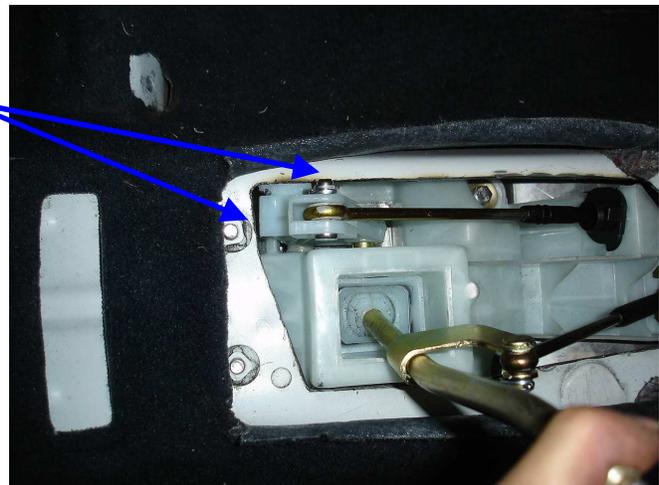
Run the cables underneath of the crossmember and into the engine bay. You may be able to secure the cables with one of the cable mounting brackets supplied with the RSX cables. If unable to utilize the RSX cable bracket, tie wrap or affix cables properly such that they do not contact the header, exhaust, 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

1. 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



5. FINAL CHECKS/SEALING (continued...)

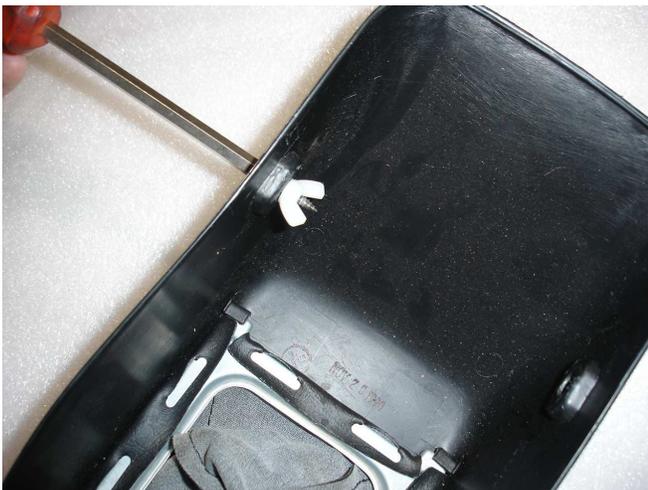
2. If all motion is smooth, apply the silicone sealant underneath the vehicle to all edges of the shifter mount assembly for a completely sealed enclosure.



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.

6. CONSOLE INSTALLATION

To provide the physical space needed locate the DC5 shifter box in the proper location, the front EF console mounting bracket can no longer be utilized. This piece was removed on step 3, from *MODIFYING YOUR CHASSIS*. The deletion of this bracket does not pose much of an issue as there are other screw connections supporting the light plastic console in place. If extra console support is needed, an adhesive may be utilized (we recommend ShoeGoo as it can be easily removed in the future). Regardless of the support of the console, two plastic wing nuts have been provided in this kit. You may use them to secure the old console mounting screws in place as shown below. This is done to give the perception that the console area has been unmodified, thus retaining the stock factory appearance. Re-install the factory center console, shift knob, seats, and exhaust.



**CONGRATULATIONS! YOUR EF SHIFTER MOUNTING KIT
INSTALLATION IS NOW COMPLETE!!!**



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