



Installation Instructions

45047 (curved)

45075 (straight)

Short Throw Shifter

**1990-01 Acura Integra, 1988-00 Honda Civic,
1988-91 Honda CRX, 1993-97 Honda Del Sol**

See "Applications" tab on this product's page at www.bmracing.com
for complete vehicle & model year fitment.

This **B&M Short Throw Shifter** has been designed to work on most Acura and Honda models listed above that are equipped with manual transmissions. It has been engineered to greatly reduce shift throw and improve shifter feel.

Check the tool list at the end of these instructions for the tools required to install your B&M Short Throw Shifter. Installation of the B&M Short Throw Shifter can be accomplished by anyone with minimum mechanical experience.

When installing your B&M Short Throw Shifter there are several other B&M products you may wish to consider:

B&M Synthetic Stick Shift (80287) is a synthetic manual transmission fluid formula engineered to get the best performance out of your manual transmission, transaxle or differential. Formulated for racing and performance applications, extensive testing shows B&M Stick Shift provides total lubrication protection for street and heavy-duty applications as well. Stick Shift provides outstanding oxidation stability, extreme pressure protection, anti-shear agents and foam inhibitors that provide the tenacious capability to keep on lubricating under extreme conditions.

B&M Manual Shifter Knobs: 80743 (Tall Leather), 80744 (Short Leather), 80745 (Carbon Fiber-look), 80746 (Billet Aluminum-look), 80535 (Real Carbon Fiber), 80554 (Diamond), 80555 (JDM). These sturdy knobs are ergonomically designed to better fit your hand during hard-core performance driving. These knobs incorporate an innovative stick locating/locking method that allows the knob to fit on virtually any manual transmission stick.

INTRODUCTION

The **B&M Short Throw Shifter** can be installed in less than an hour by carefully following the instructions. **Read all instructions first to familiarize yourself with the parts and procedures.**

This kit contains all parts necessary to install the shifter in the applicable vehicles listed above. Depending on your application, you may end up with two extra o-rings.

DISASSEMBLY

We suggest the vehicle be allowed to cool for an hour or two before you begin, since you will be working around the hot exhaust system. The vehicle should be raised so there is at least 2 feet ground

clearance for ease of installation and safety.

STEP 1. Unscrew the stock shift knob and then raise and support the vehicle. **CAUTION: Make sure the vehicle is rigidly and securely supported on jack stands, wheel ramps or a hoist. Do not rely on jacks alone!**

STEP 2. Unhook the two rubber exhaust hangers near the catalytic converter and carefully lower the exhaust pipe. It may be helpful to place a small crowbar between the exhaust pipe and the floorpan.

STEP 3. Using a 12mm socket wrench and 12mm box wrench, remove the nut and bolt attaching the shift lever to the change rod. Carefully lower the change rod and allow it to hang out of the way.

STEP 4. Using a 12mm socket and short extension, remove the two bolts from the rear extension mounting rubber. Allow the change extension to drop slightly (it will still be attached to the shift lever dust seal).

STEP 5. Use a 12mm box wrench to remove the bolt holding the front of the change extension to the transmission.

STEP 6. Using your forefinger, carefully roll the shift lever dust seal

off of the change extension. You can now gently pull the change extension and the shift lever from the vehicle.

STEP 7. Place the change extension on a clean, flat surface and remove the two change ball lock nuts using a 10mm socket (the bolts have a 10mm flat to assist in removing the locknuts).

STEP 8. Separate the change ball holder from the dust seal and remove the holder, noting the direction the holder is located. Gently pull the shift lever from the change extension (the dust seal and the shift lever ball seat should also come out).

STEP 9. Remove the bushings and rear joint collar from the bottom of the shift lever. Remove the four o-rings from the rear joint collar.

STEP 10. Carefully remove the dust seal and plastic ball seat from the shift lever.

ASSEMBLY

STEP 11. After thoroughly cleaning the dust seal and plastic ball seat, reassemble both onto the B&M Short Throw Shifter. Using the supplied lithium grease, carefully pull back the dust seal and liberally lubricate the shifter and ball seat. **STEP 12.** Insert the shifter and dust seal assembly back into the change extension. Replace the change ball holder in the same direction it was originally, being careful to work the dust seal lip back into the holder opening. Replace the two nuts and bolts, making sure the square portion of the bolt is fully seated. Tighten to 7 ft-lbs.

STEP 13. Thoroughly clean the rear joint collar and assemble the supplied four small red silicone bushings into the four grooves. Again, using the supplied lithium grease, lubricate the joint collar, bushings and hole in the bottom end of the shifter. Gently insert the joint collar into the hole in the shifter.

STEP 14. Reinstall the change extension and shifter back into the vehicle. **Note that the shifter must be carefully guided into the shift**

be carefully guided into the shift lever dust seal to keep it from ripping the seal – take your time.

STEP 15. Remount the front of the change extension to the transmission and tighten the bolt to 16 ft-lbs.

STEP 16. Using your forefinger, carefully roll the shift lever dust seal back on to the change extension. Replace the two bolts in the rear extension mounting rubber and tighten to 16 ft-lbs.

STEP 17. Honda Civic/CRX, 1990-93 Integra: Using the two smaller remaining silicone bushings, lubricate them and place them on the rear joint collar, one on either side of the shifter. Swing the change rod up and align the shifter so they slide together, being careful to not damage the bushings. Insert the bolt and tighten the nut to 16 ft-lbs.

1994+ Integra: Take two of the larger silicone bushings, lubricate them and place them on the rear joint collar, both on the passenger

(right) side of the shifter. Place the other large bushing on the driver (left) side of the shifter. **NOTE: If you wish to bias the shifter toward a more racing oriented shift pattern, reverse the above placement (two on the driver's side and one on the passenger's).** Lubricate the two remaining small bushings and place them on the rear joint collar, one on each side of the shifter. Swing the change rod up and align the shifter so they slide together, being careful to not damage the bushings. Insert the bolt and tighten the nut to 16 ft-lbs.

STEP 18. Reconnect the two rubber exhaust hangers.

STEP 19. Carefully lower vehicle and install shift knob. Move the shifter through each gear, checking for binding or rough movement. If the shifter does not move smoothly, raise and support vehicle and check that the bushings are properly seated and that the linkage does not bind.

Parts List

- 1 B&M Short Throw Shifter
- 4 Bushing, 3/8"ID x 1/2"OD
- 2 Bushing, 9/16"ID x 3/4"OD
- 3 Bushing, 9/16"ID x 13/16"OD
- 1 Lithium Grease Packet
- 1 Instruction Sheet

Tool List

- 10mm Box Wrench
- 10mm Socket and Drive
- 12mm Box Wrench
- 12mm Socket, Drive, Extension
- Several clean rags
- Hydraulic Jack or Hoist
- Jackstands or Wheel Ramps

