



Installation Instructions

Precision Sport Shifter

2002 and up ACURA RSX (including 6-spd Type-S)
2002 and up HONDA INTEGRA (including 6-spd Type-S)
2001 and up HONDA CIVIC (except Si/Type-R)

Part Number 45121

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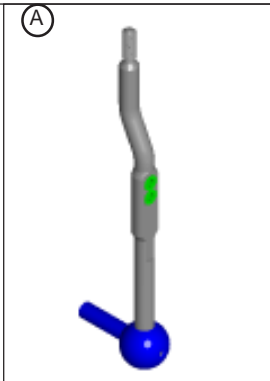
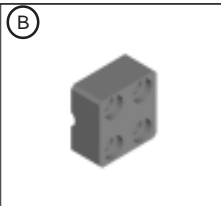
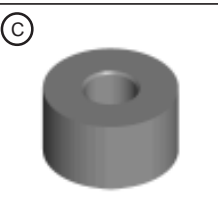
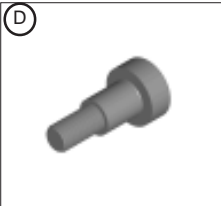

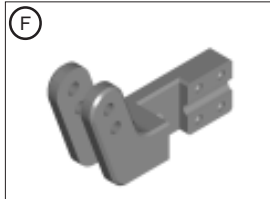
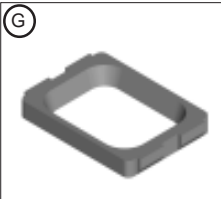

(see www.bmracing.com for the latest vehicle fitment applications and model years)





This **B&M Precision Sport Shifter** has been designed to work on most 2002+ Acura RSX/Honda Integra (including 6-spd Type-S) and 2001+ Honda Civic models equipped with a manual transmission. It has been engineered to greatly reduce shift throw and improve shifter feel. Check the parts and tools lists at the beginning of these instructions for the supplied parts and the tools required to install your **B&M Precision Sport Shifter**. Installation of the **B&M Precision Sport Shifter** can be accomplished by anyone with minimal mechanical experience.










INTRODUCTION

The **B&M Precision Sport Shifter** can be installed in less than an hour by carefully following the instructions. Read all instructions first to familiarize yourself with the parts, tools, and procedures. This kit contains all the parts necessary to install the shifter.

PARTS

B&M Precision Sport Shifter	(A) 	Clamp	(B) 	Solid Bushings (x4)	(C) 
		M8 Shoulder Bolt	(D) 	M6 Shoulder Bolt	(E) 
Cable Arm	(F) 	Retainer	(G) 	Grease	(H) 

Screws x4	I	Adhesive	J	Nut	K
					
Cotter Pin	L				
					

TOOLS					
Wrench (8mm)		Screwdriver (flat head x 2)		Hex Wrench (2.5, 3, 4 mm)	
Razor		Screwdriver (Phillips)		Ratchet	
Extension		Socket (8,12mm)		Needle Pliers &/or Channel locks	
Hammer					

DISASSEMBLY

STEP 1. Un-snap boot from knob, un-screw, and remove shift knob.



***STEPS 2-5 ACURA RSX/HONDA INTEGRA ONLY**

STEP 2*. Lift up and remove shift boot/center console.



STEP 3*. Remove the 2 middle console screws.

TOOL: Screwdriver (Phillips)



STEP 4*. Remove the upper center console piece and unplug the electrical connector.



STEP *5. Remove the (2) center console screws.

TOOL: Screwdriver (Phillips)

GO TO STEP 9



****STEPS 6-8 HONDA CIVIC ONLY**

STEP 6.** Pull-up and remove center console tray.



STEP 7.** Remove the (2) center console screws.

TOOL: Screwdriver (Phillips)



STEP 8.** Pry out (2) screw covers and remove the (2) screws.

TOOL: Screwdriver (Phillips)



STEP 9. Remove the (2) rear console screws located behind the front seats.

TOOL: Screwdriver (Phillips)



STEP 10. Pull up center console to access shift boot retainer.



STEP 11. Cut off tie-strap to remove the shift boot from the shifter stick and remove entire console.

TOOL: Razor



STEP 12. Detach both cables by removing the (2) cotter pins with needle nose pliers. Keep all components and bushings as they will be re-used.

TOOL: Needle nose pliers



STEP 13. Pull up and remove shifter cable clip.

TOOLS: Screwdriver (Flat-head)
Pliers



STEP 14. Rotate the cam-style cable clip 90° counter-clockwise and remove.

TOOL: Screwdriver (Flat-head)



STEP 15. Pry out and remove wire loom clip with a flat-head screwdriver.

TOOL: Screwdriver (Flat-head)



STEP 16. Remove the (4) shifter housing bolts.

TOOLS: Ratchet
Extension
Socket (12 mm)

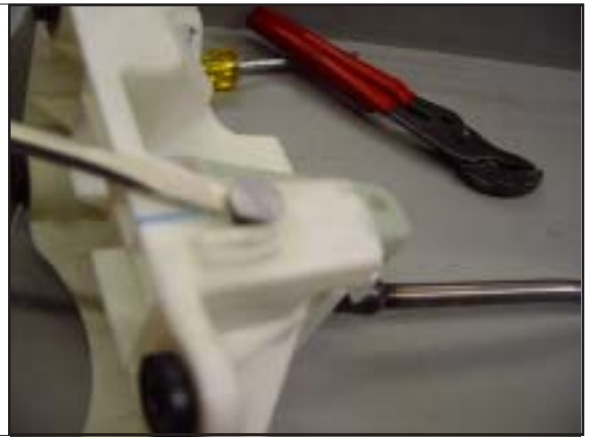


STEP 17. Pull up and remove entire shifter housing.



STEP 18. Carefully pry out shifter pin without breaking the plastic shifter housing.

TOOL: Flat head screwdriver



STEP 19. Insert and twist out plastic retainer with a flathead screwdriver.

TOOL: Flat head screwdriver



STEP 20. Insert another flathead screwdriver from the underside of the shifter to ease removal.

TOOLS: Flat head screwdriver (x2)



STEP 21. Remove entire shifter stick assembly from the shifter base.



STEP 22. Split the white spherical ball with a flat-head screwdriver and separate into 2 pieces.

TOOL: Flat head screwdriver



STEP 23. Remove and KEEP the plastic pivot block w/rubber gasket as it will be re-used.



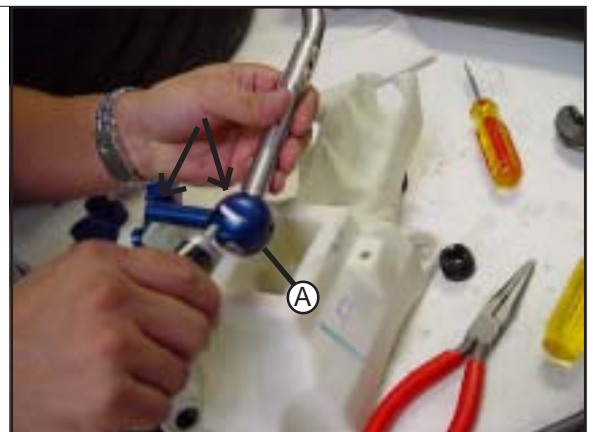
STEP 24. Remove the (4) metal and (4) rubber shifter housing bushings.

TOOL: Flat head screwdriver




ASSEMBLY

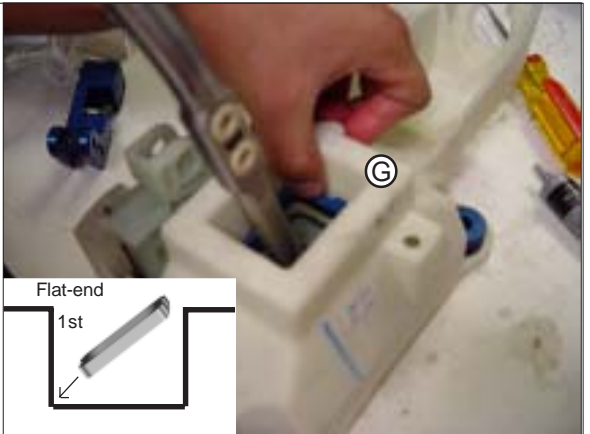
STEP 25. Grease all moving parts and install the **B&M** shifter stick assembly (A) .



STEP 26. Insert the original plastic pivot block w/rubber gasket.



STEP 27. Insert the **B&M** retainer  on top of the stock plastic pivot. Seat the two flat retainer tabs into stock shifter housing first.



STEP 28. Secure the chamfered edge of the retainer by hammering in the remaining two tabs with a screw driver and a hammer.

TOOLS: Hammer
Screwdriver (flat-head)



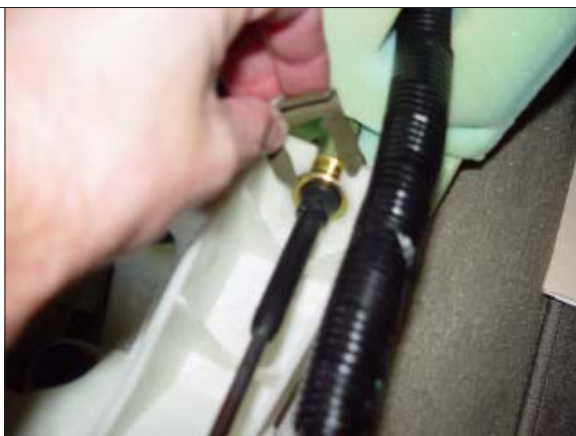
STEP 29. Re-install the original shoulder pin into the shifter assembly.



STEP 30. Re-install the shifter assembly and the (4) B&M shifter bushings ©. Re-install wiring harness back into the shifter housing tab.



STEP 31. Re-install and secure the shifter cable clip.

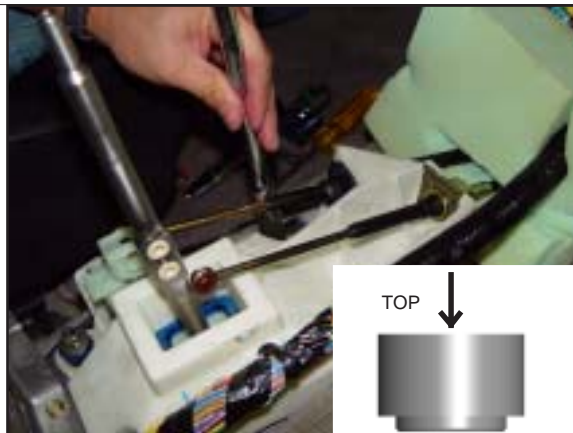


STEP 32. Re-install and secure the cam-style shifter clip.

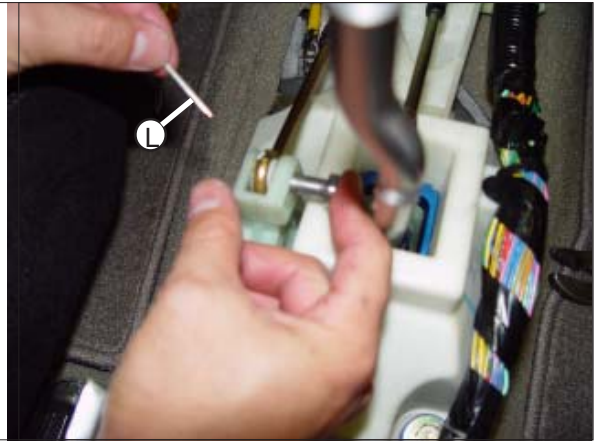


STEP 33. Tighten and secure the shifter housing with the (4) stock bolts and (4) **B&M** solid shifter bushings.

TOOLS: Ratchet
Extension
Socket (12mm)

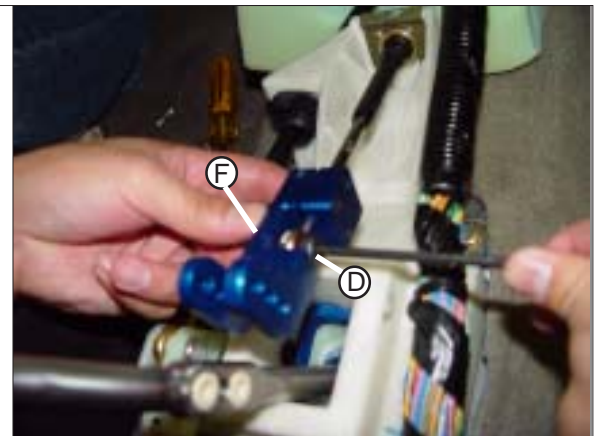


STEP 34. Re-attach the side-to-side cable by inserting the stock pin and new cotter pin (L).



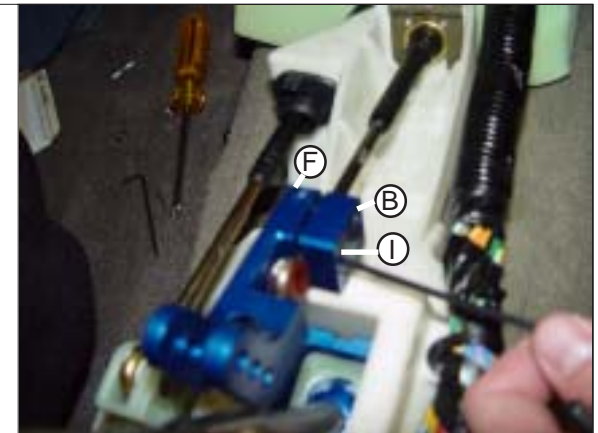
STEP 35. Insert the M8 shoulder bolt (D) through the cable and screw it into the B&M cable arm (F). Be sure the cable is secured into the cable groove.

TOOL: Hex wrench (4 mm)



STEP 36. Attach B&M clamp (B) to the B&M cable arm (F) and tighten the (4) screws (I) down tightly.

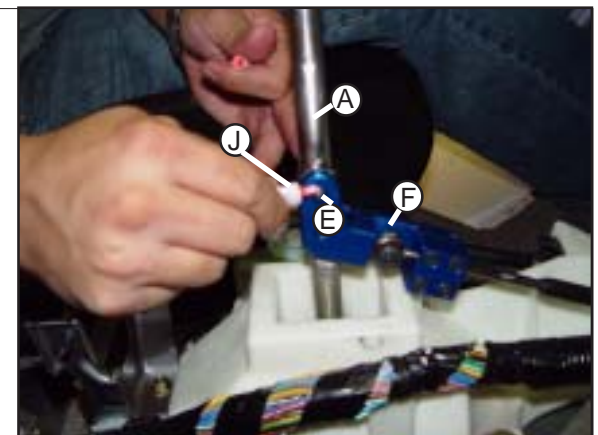
TOOL: Hex wrench (2.5 mm)



STEP 37. Choose either the high or low shift reduction hole. Insert the shoulder bolt (E) through each corresponding high/low hole of the B&M cable arm (F) and B&M shifter stick (A) assembly. Apply adhesive (J) to the threads.

NOTE:

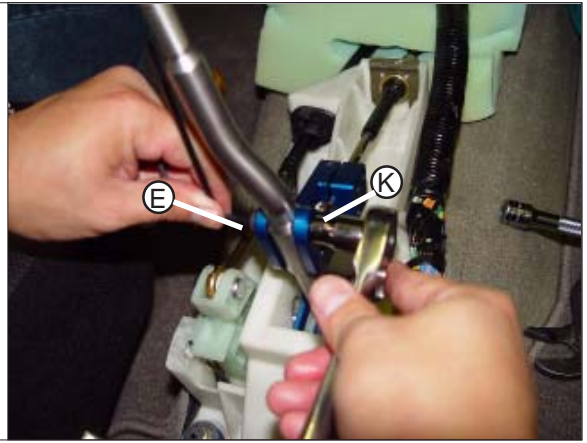
High=35% shift throw reduction
Low=25% shift throw reduction



STEP 38. Tighten the M6 shoulder bolt (E) and nut (K) tightly.

TOOLS: Ratchet
Socket (8 mm)
Hex wrench (3 mm)

TEST: Temporarily install the shift knob and ensure that the shifter engages into each gear smoothly!



STEP 39. Re-install the center console.



STEP 40. Tighten the (2) center console rear screws located behind the front seats.

TOOL: Screwdriver (Phillips)



****STEPS 41-43 HONDA CIVIC ONLY**

STEP 41.** Re-install the (2) front console side screws.

TOOL: Screwdriver (Phillips)



STEP 42.** Re-install the (2) front center console screws.

TOOL: Screwdriver (Phillips)



STEP 43.** Re-install the E-brake console.

GO TO STEP 48.



***STEPS 44-47 ACURA RSX/HONDA INTEGRA ONLY**

STEP 44*. Re-install the (2) front console screws.

TOOL: Screwdriver (Phillips)



STEP 45*. Plug the electrical outlet back together and re-install the plastic cover.



STEP 46*. Re-install the center console, kick panels, and plug the wire connectors back together.

TOOL: Screwdriver (Phillips)



STEP 47*. Re-install the shift boot and cover.



STEP 48. Re-install the shift knob. Test the movement through each gear to make sure shifter engages safely into each gear.



STEP 49. Enjoy!



Manual Shift Knobs

B&M's **Manual Shift Knobs** are perfect when style and performance matter. Ergonomically correct and made from the highest grade materials, these sturdy knobs incorporate the latest styling as well as distinctive design. Each knob is designed to fit most vehicles equipped with a floor mounted manual gearbox stick. B&M knobs are mounted and tightly secured via an innovative stick locating/locking method that keeps the mounting method invisible. Fit up to 9/16" or 14mm thread diameter (except where noted).



These Hi-tech **Button Knobs** can be used to control any 12-volt function in your vehicle. They feature a momentary switch in a billet aluminum anodized knob. Suitable for nitrous or line lock systems. Fits metric thread sizes: M16x1.5, M12x1.75, M12x1.25, M10x1.5 and M10x1.25 shifter sticks. Knob measures 3.75" in height.

B&M *Racing & Performance Products*

Synthetic Trick Shift™ & Synthetic Stick Shift™

B&M's **Synthetic Trick Shift** was formulated as a Performance Automatic Transmission Fluid, but it can be used in manual transmissions that call for the use of ATF as a lubricant. Synthetic Trick Shift is ideal for street use and high performance applications including racing, off-road, towing and heavy duty fleet use.

A synthetic formula engineered for racing and performance applications, B&M **Synthetic Stick Shift** allows you to get the best performance out of your manual transmission, transaxle or differential. Extensive testing shows B&M Stick Shift provides total lubrication protection for street and heavy-duty applications. It gives outstanding oxidation stability, extreme pressure protection, anti-shear agents and foam inhibitors that exhibit a tenacious capability to keep on lubricating under extreme conditions. It provides excellent cold weather properties and high temperature stability not found in most gear oils. SAE 75W90 fluid allows quicker shifts, improved fuel economy and is compatible with other automotive gear oils. Stick Shift's golden color offers easy detection of even the slightest contamination.



B&M *Racing & Performance
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