



Hybrid Racing 02-06 Acura RSX V3 Short Shifter Install Guide

Follow this guide to help install your new Hybrid Racing V3 short shifter.

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Step 1 — Shifter Removal



- Remove the shift knob and boot collar if you have one. Shown is the Hybrid Racing Maxim knob and boot collar.
- Pry the console trim and shift boot up with your hands, remove it completely.

Step 2 — Shifter Removal



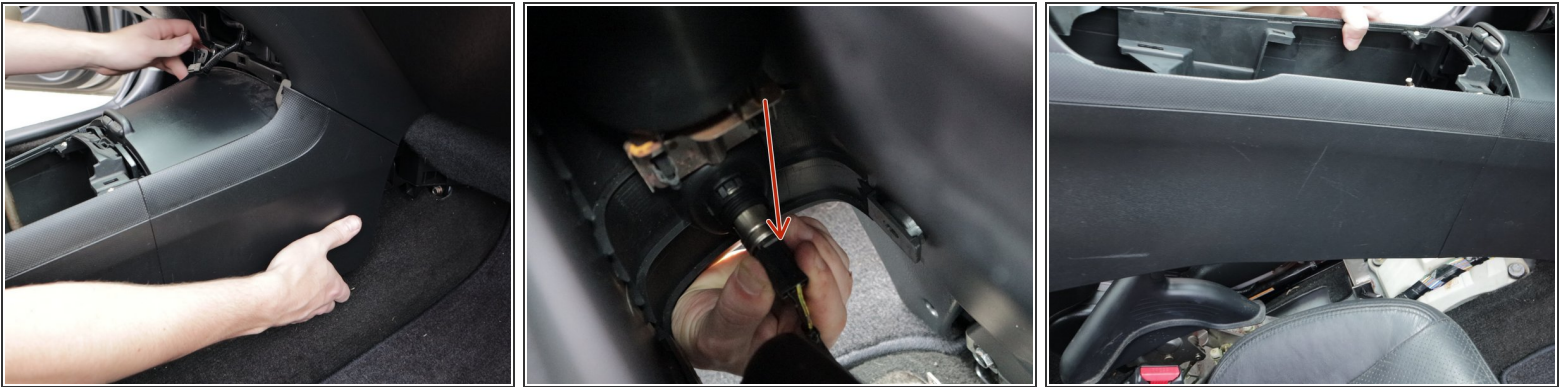
- Use a trim tool and pry each corner of the dash panel, outward. Slide your fingers in and pull. The panel will pop off.
- Disconnect the 12v socket connector.

Step 3 — Shifter Removal



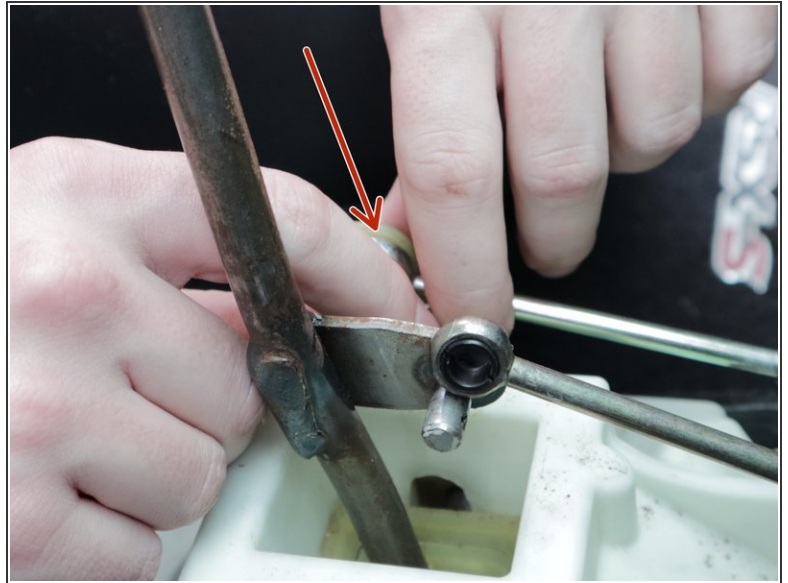
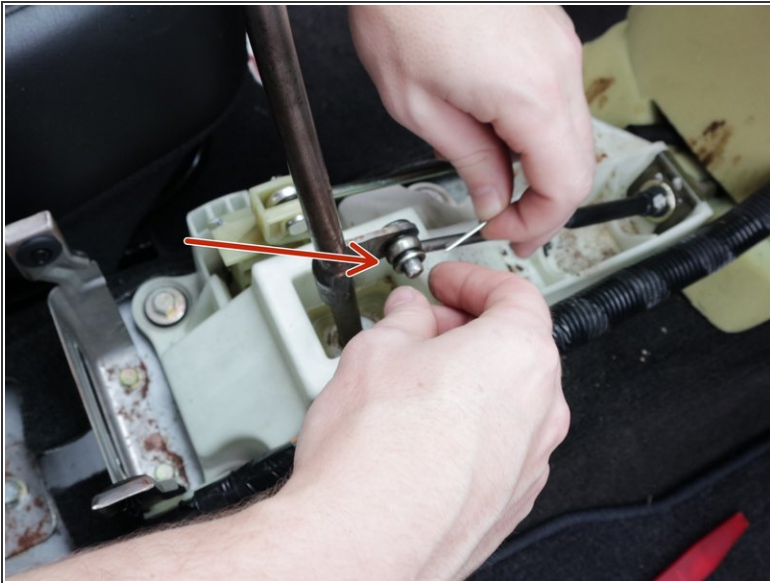
- Remove the two Phillips screws that hold the front section of the console to the dash.
 - Remove the two Phillips screws on the sides of the rear section of the console. There is one on each side.
- i** Slide your seats forward and use a magnetic screw driver.

Step 4 — Shifter Removal



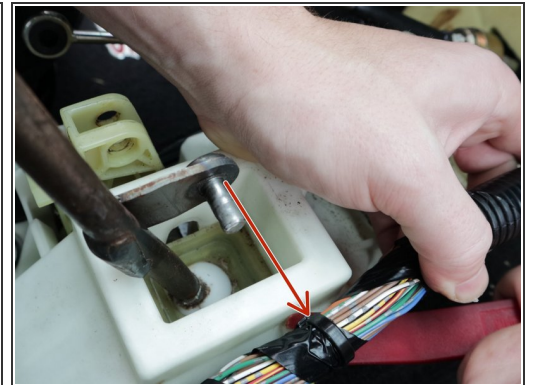
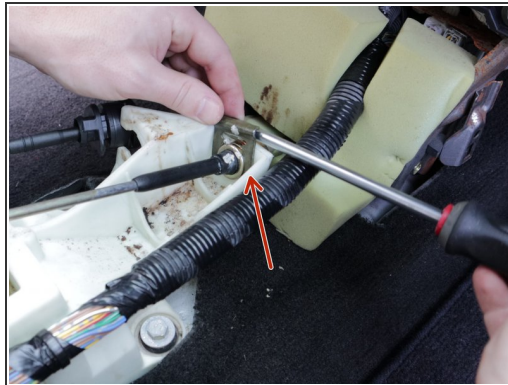
- Use your hands and pry the center console apart. It will pop off with a little force.
- Lift the rear section of the console up and unplug the rear 12v connector.
- Remove the console completely.

Step 5 — Shifter Removal



- Disconnect both shifter cables. You may need to use pliers to get the OEM cotter pin out. Shown is the Hybrid Racing shifter cable inserts, (HYB-SCB-01-05)

Step 6 — Shifter Removal



- Twist the left shifter cable clockwise and slide it out the side of the shifter.
- Use a flat screw driver or pry tool and remove the retaining clip on the right side cable.
- Use a pry tool and remove the wire harness clip from the shifter.

Step 7 — Shifter Removal



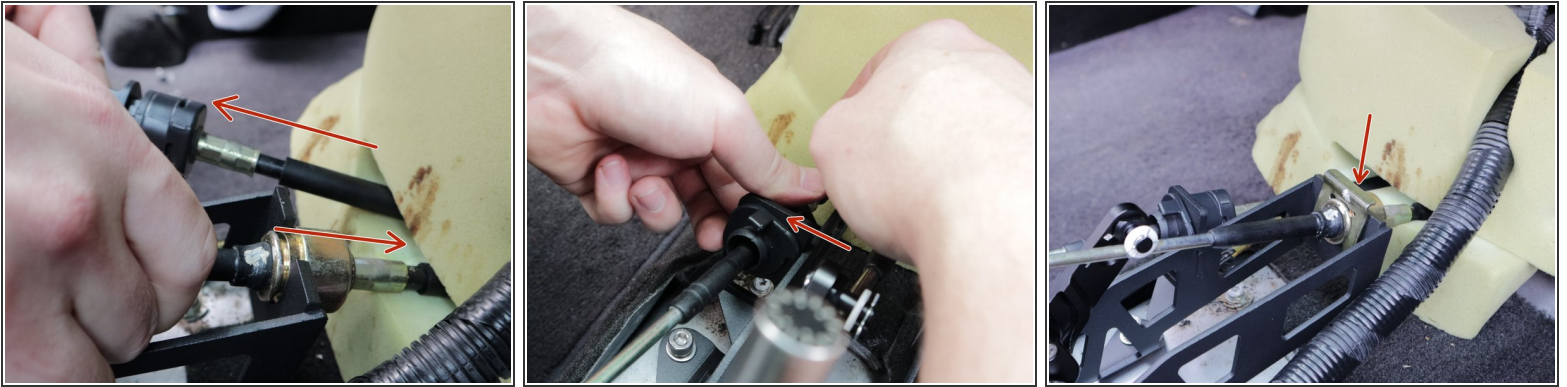
- Locate the four mounting bolts.
- Use a 12mm socket and remove all bolts.
- Remove the shifter completely.

Step 8 — Shifter Installation



- Install the Hybrid Racing V3 shifter.
- Use the supplied hardware and a 5MM Allen wrench and bolt it directly to the frame.
- ⓘ Our shifters do not use base bushings as they bolt directly to the chassis.

Step 9 — Shifter Installation



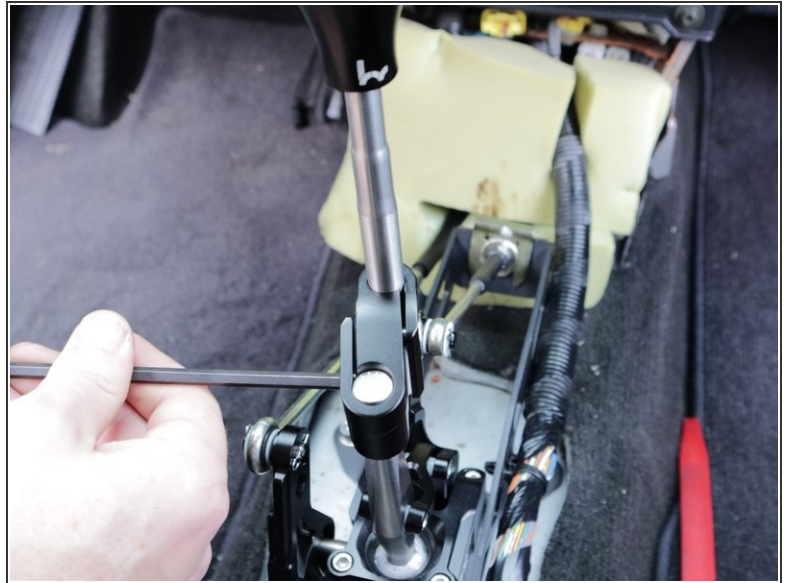
- i** Reinstall the shifter cables. You will need to push the RH side cable through the grommet in the floor slightly. This can be tough so you may need to use some lubricant to get it to slide. You will slide it forward through the floor just enough so the cable can attach to the shifter. The LH cable may need to be pulled through the floor slightly.
- Tap the retaining clip down into place, make sure the clip touches the top of the cable. It isn't necessary for the clip to rest on the top of shifter.
- Rotate the left side cable and slide it into place. Rotate it counter clockwise to lock it into the shifter. It should not slide out.
- ★** If you are using the Hybrid Racing shifter cables, use the supplied (in cable packaging) retaining clip and secure the left side shifter cable. Use the OE clip on the right side cable.

Step 10 — Shifter Installation



- Install the shifter cable end links onto the shifter.
- Be sure to sandwich the end link between the two plastic washers.
- Use the retaining clip to hold them in place.
- Reattach the wire harness to the shifter.

Step 11 — Shifter Installation



- You can use a 5MM Allen wrench to adjust the shifter to your desired settings.
 - The shift knob can be raised or lowered to suit your driving position, be sure that these bolts are extremely tight to prevent unwanted movement. No thread locker is necessary.
- ⚠** When adjusting, be sure to cycle through all gears and make sure the shift rod does not interfere with the movement. Adjust as necessary so nothing hits.

Step 12 — Shifter Installation



- There are two independent adjustments available on this shifter.
 - #1 is the longest throw available, this is an average of the lower 2 V2 shifter positions.
 - #2 is the shortest setting possible. With the shift rod in its shortest position, this will be the shortest shift possible.
- You can adjust the gate spacing and forward/back movements independently. Try different settings and lock in what you think is best.

Step 13 — Shifter Installation



- Reinstall all of the console parts if you wish.
- Test the shifter and make sure it engages in each gear, including reverse. Make any adjustments to the console or shifter before driving.
- ⓘ A warm transmission is a happy transmission. Be sure to let your gearbox reach operating temperature before shifting hard. This will prevent premature wear on critical parts, it can also change the way each gearchange feels.
- ⚠ Since this shifter is much more direct and engaging, it may be possible that you experience an increase in NVH into the cabin. You may hear noises, creaks and vibrations that were not present in the stock shifter. This is normal.
- ENJOY!