



Installation Manual
TWM Performance
Shifter Cables Bushing Kit
2007 Honda Civic and Civic Si

It is preferable to park on a flat surface, as you will have to engage and disengage the hand brake and shift from gears to neutral. If you cannot do so and are obliged to install the short shifter on a slightly inclined surface, place wooden blocks in front or behind the wheels to prevent the car from moving while you're working.

Estimated Installation Time: 30 minutes

Tools required:

- 10 mm socket
- 12 mm socket
- Ratchet
- 6" extension
- Needle nose pliers
- Flat head screw driver



Air box Removal: Civic Si

For Non Si Proceed to air box removal steps on page 4



1. Unplug the plastic connector for the MAF sensor and separate the wire from the air box by disconnecting the green plastic clip using needle nose pliers.



2. Remove the air box outlet from the top half by loosening the metal ring with a 10 mm socket and ratchet, pull on the tube to separate from the air box.





3. Unclip the 6 clips holding the top half of the air box in place and remove from the car. Locate the 3 bolts holding the bottom half of the air box in place and remove using a 10 mm wrench, and a socket and a ratchet with 6” extension for the hard to reach bolts on the top right and lower left of the air box.



4. Remove the air box inlet from the bottom half by working your way around the tube to separate it from the airbox with a flat head screw driver. Once the tube is loosened, pull it away from the air box. Remove the air box from the engine bay and put it in a safe place.

Proceed to step entitled “Installing the Cable Bushings”



Air box Removal: Non Civic Si



1. Use a 10 mm socket and ratchet to remove the bolt in the lower left hand corner of the air box.



2. Unplug the plastic connector on top of the airbox.



3. Disconnect the plastic case covering the wiring harness from the top of the air box by unclipping the plastic connectors holding it in place.

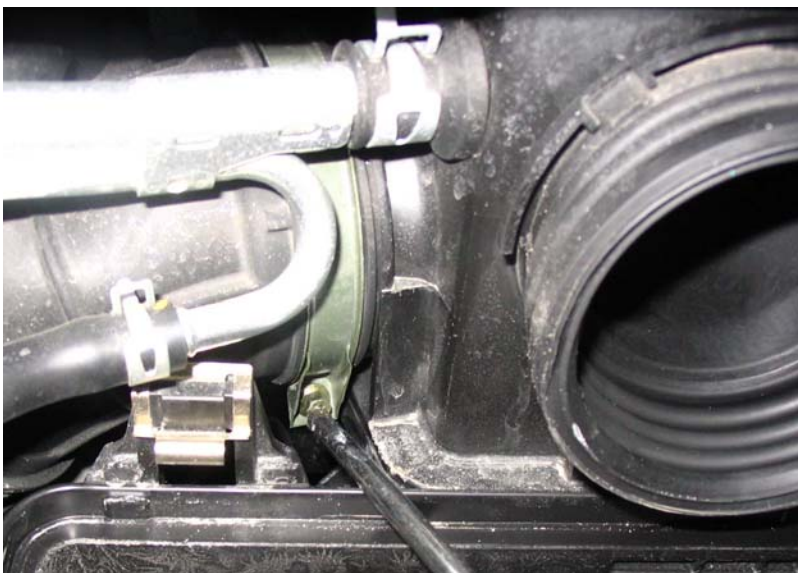




4. Unclip the four steel clips holding the top of the air box in place and remove the top half of the air box. Remove the air filter from the air box.



5. Remove the remaining bolts holding the bottom half of the air box with a 10 mm socket and ratchet with a 6" extension.



6. Loosen the screw on the clamp at the top of the air box with a Phillips head screw driver to enable the tube to be removed. With needle nose pliers, remove the steel clip securing the steel pipe to the air box.





7. Remove the air box inlet tube from the bottom half of the air box by working your way around the tube to separate it from the air box with a flat head screw driver. Once the tube is loosened, pull it away from the air box. Remove the lower half of the air box from the engine bay and put it in a safe place.



8. With the air box out of the engine bay, remove the 2 bolts securing the wiring harness on top of the transmission to clear up some room to work.

Proceed to step entitled "Installing the Cable Bushings"



Installing the Cable Bushings :



1. Locate the shifter cables mounted on top of the transmission. Begin by working with the large diameter shifter cable and bushing. Remove the cotter pin using needle nose pliers.



2. Slide the shifter cable up and off of the transmission pin. Using a flat head screwdriver, remove the steel and plastic plate on top of the bushing by prying up on it. The plate extends in to the rubber bushing, so work your way around it with the screwdriver until it is free. Remove from the cable.



3. Remove the rubber bushing from the shifter cable. To do so, you can push the bushing against the transmission pin and force it up and out. Alternatively, you may also insert a flat head screwdriver in to the hole in the centre of the bushing and pry the bushing out of the cable. Yet another method is to use pliers or needle nose vise grips to force the bushing out as pictured in step 3 Continued...



3. Continued...



4. With the rubber bushing out of the cable, you can now install the large shifter bushing on to the transmission pin with the larger diameter facing down. Place the cable over the bushing.



5. **Do not force the cables on to the bushings.** If you find that it is difficult to slide the cable straight down on to the bronzoil bushing, you can loosen or remove the three bolts that secure the shifter cable mount to the transmission. This will allow the cables to be moved up and down for more flexibility and allow them to be slid on to the bushings straight.





6. Install the large e-clip in to the groove on the bronzoil bushing to secure the bushing to the shifter cable.




7. Use needle nose pliers to install the supplied e-clip to secure the bushing to the pin. Place the clip through the hole in the pin and push through until secure.



8. Repeat steps 1 through 7 for the smaller cable bushing. Remove the stock cotter pin, slide the cable off the pin, and remove the rubber bushing. Slide the New bushing on to the pin with the flange (largest diameter) facing the transmission. Secure with the supplied e-clip and cotter pin. It may be necessary to use the supplied sandpaper to clean the pin and inside of the shifter cables to allow the bushings to slide on smoothly. It should look like the cable and bushing pictured to the left when you are done.



	<p>9. Re-install the 3 bolts for the shifter cable mount if you loosened them, re-install the air box and you are done.</p>
	<p>12. Enjoy the drive!</p>

Legal Disclaimer

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TO PROTECT USERS FROM INJURY OR DEATH. THE USER ASSUMES ALL RISKS. Autocrossing, track events, and high speed driving are all dangerous activities - always drive responsibly and safely.

Warranty

Installation of some TWM Performance products may or may not void factory warranties. Always keep OEM equipment that has been replaced in case work is required at the dealer or the vehicle is sold.

This warranty covers the **original purchasing consumer**. This warranty is limited to repair or replacement by TWM Performance of any TWM Performance product that fails because of a defect in materials or workmanship.

Warranty does not cover the following:

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- Installation costs and vehicle down time
- Products that have been modified, incorrectly installed or misused.
- Mounting hardware and bearings

