



# Hybrid Racing 06-11 Civic Si Shifter Cables

## Install Guide

This product may not be legal for highway use. Hybrid Racing is not responsible for any direct or indirect, actual or incidental expense attributed to the use of any performance parts sold by Hybrid Racing LLC. Purchasers agree to all of the terms.

Written By: Hybrid Racing



## INTRODUCTION

**Please read the entire install guide twice before starting your installation. No really, it's a good idea to read it twice before you begin so everything goes smooth ;)**

Installing these shifter cables should take 1-3 hours depending on your experience. If you consider yourself inexperienced at installs of this nature, you may consider seeking help of an experienced professional. The guide given below illustrates the necessary installation steps. Steps related to removing some parts that prohibit access to the shifter cables on the transmission is not included. Typically, several hose clamps and a few nuts will need to be removed in order to take the intake piping and filter box out of the engine. We will be working under the hood mainly in the area circled in the picture below and in the center console inside the car.

## IMPORTANT

Make sure that you can go through all 6 gears and reverse. If you hear a click from the transmission when moving the shift knob left to right and you cannot shift through the gears you have the cables backwards on the shifter. Also, if you cannot feel the distinct notch for the reverse gate you may have forgotten or incorrectly installed the washer in the shifter arm assembly on the smaller spring. If you do not see either one of these problems you may put the interior back together at this time if you wish.



### TOOLS:

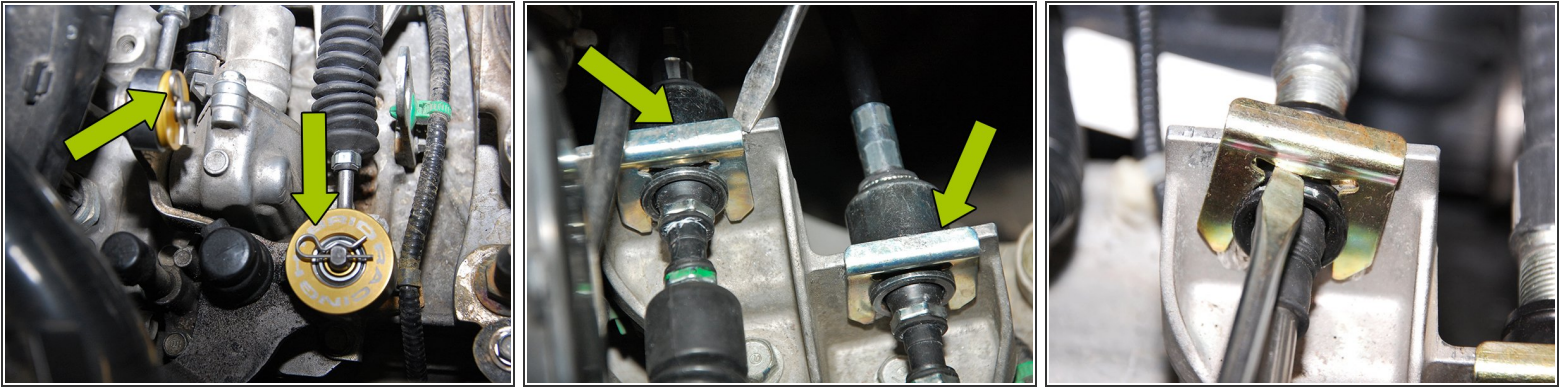
- [Basic Hand Tools with 10mm and 12mm sockets and wrenches.](#) (1)
- [8mm allen key](#) (1)
- [Flathead screwdriver](#) (1)
- [Honda Bond](#) (1)
- [Hoist/Car Lift or jack with jack stands](#) (1)



### PARTS:

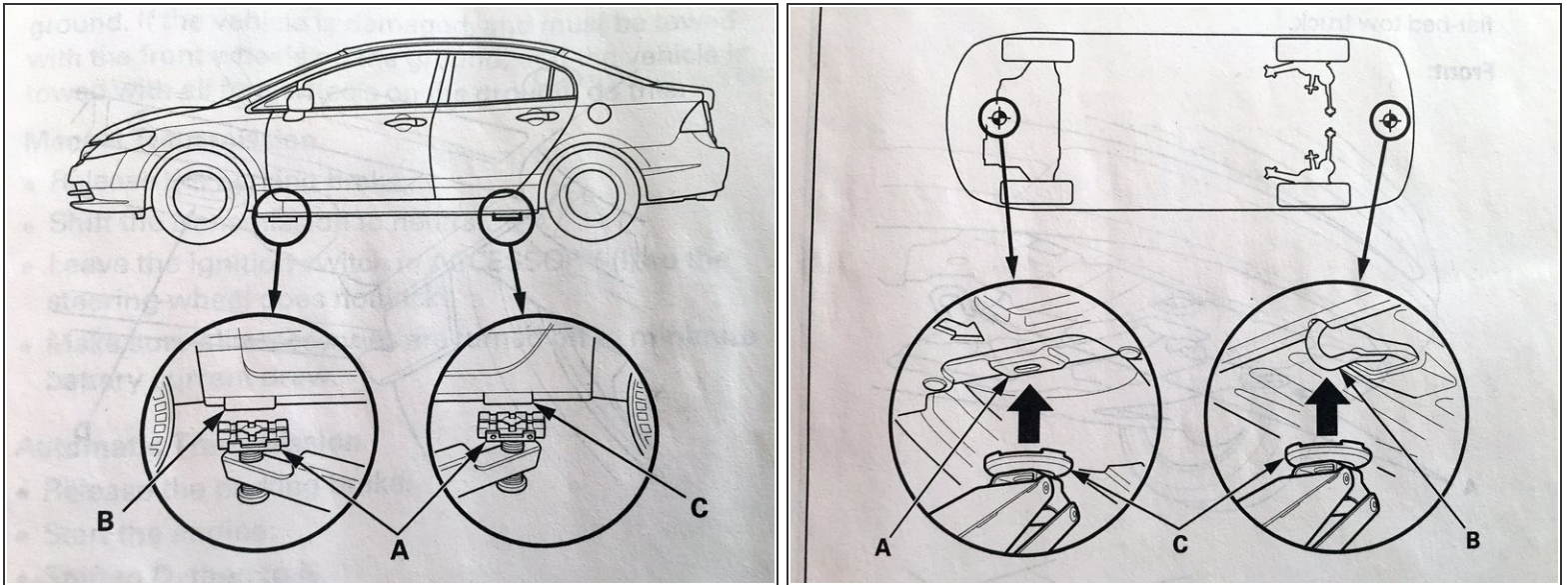
- [HYB-SCA-01-10](#) (1)

## Step 1 — OEM Cable Removal



- First, remove the (2) cotter pins with your fingers.(Picture 1)
  - ❗ The oem shifter cables are affixed to the transmission by (2) cotter pins and (2) “c”-shaped linkage clips.
- Next, with a flathead screwdriver pry up the back side of the “c” shaped linkage clip (Picture 2) then pry from the front, twisting the screwdriver (Picture 3).
- Once you have removed both clips you can slide the endlinks off of the transmission and completely remove the shifter cables from the transmission side.
  - ❗ Set them aside so they can be pulled out from the bottom of the car later.
- ☑ NOTE: pictured in the first image are Hybrid Racing shifter cable bushings, the OEM bushings are rubber and may use a different style pin to hold them in.

## Step 2 — Lift the car



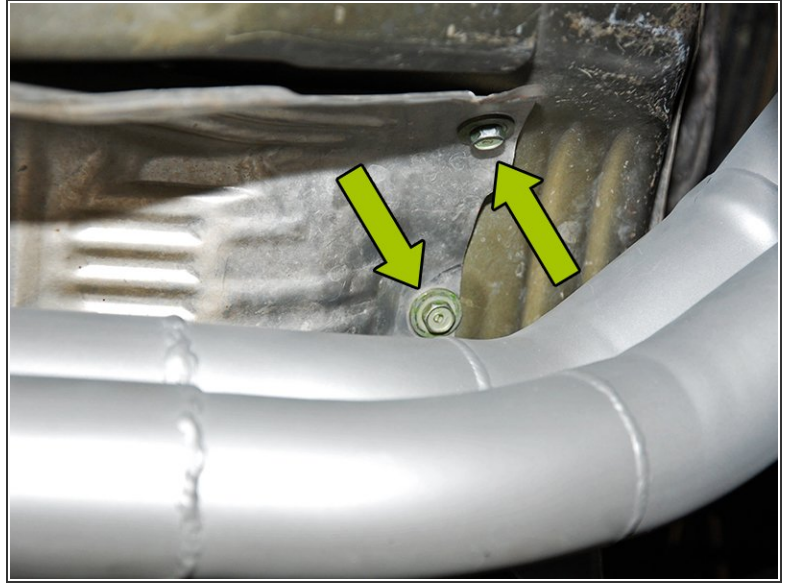
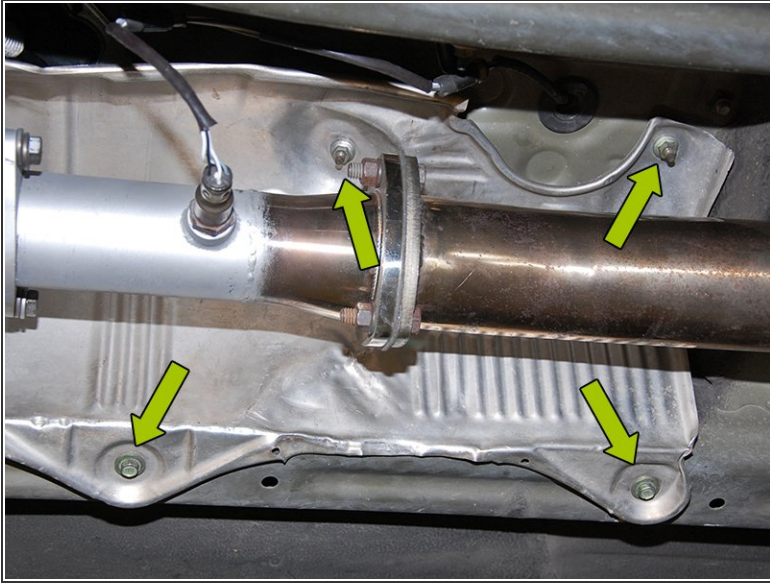
- Using a jack or car hoist you will need to lift the car high enough off the ground to get under it..

ⓘ Be sure to use only manufacturer approved jacking point and support locations

**⚠ NEVER get under a car that is supported by a jack only!**

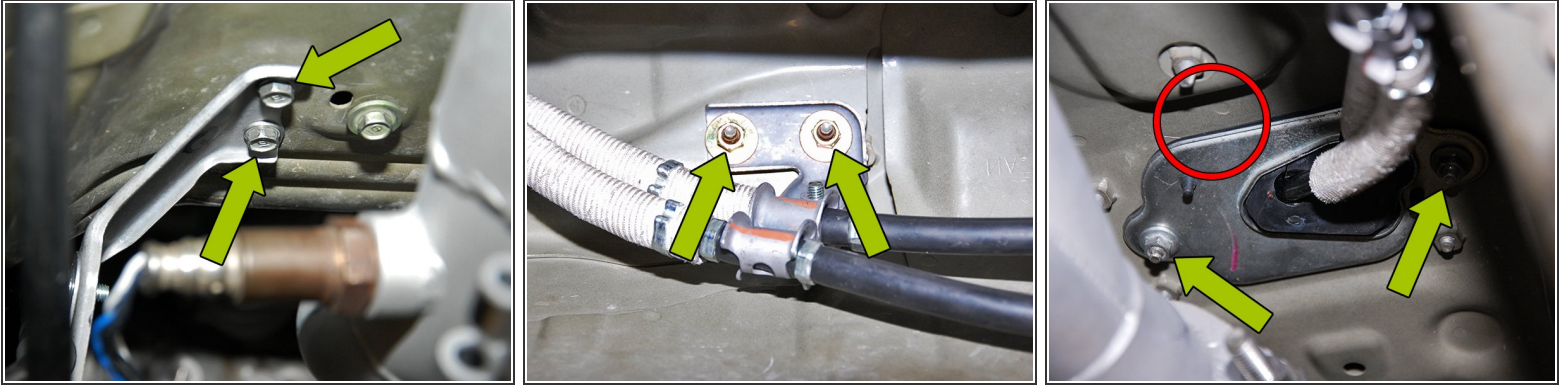


### Step 3 — Remove the heat shield



- Next you will need to remove the heat shield for the exhaust Using a 10mm socket or nut driver, remove the (4) M6 bolts and (2) nuts pictured and rotate the heat shield out from behind the exhaust(Fig 3A/3B).
- ⓘ Depending on your exhaust set up, removal of a catalytic converter or midpipe may be required to gain access to this heat shield.

## Step 4 — Remove mounting brackets



- Once you have removed the heat shield, you will need to remove the (2) mounting brackets and the mounting plate using a 10mm socket.
- For the front bracket, remove the (2) M6 bolts( Fig 1).
- For the middle bracket, remove the (2) nuts (Fig 2), for now, the brackets may be left attached to the cables.
- ❗ Before removing the mounting plate, mark the orientation of the plate with a sharpie.
- Then remove it by removing the (2) nuts and sliding the plate off the studs (Fig 3).

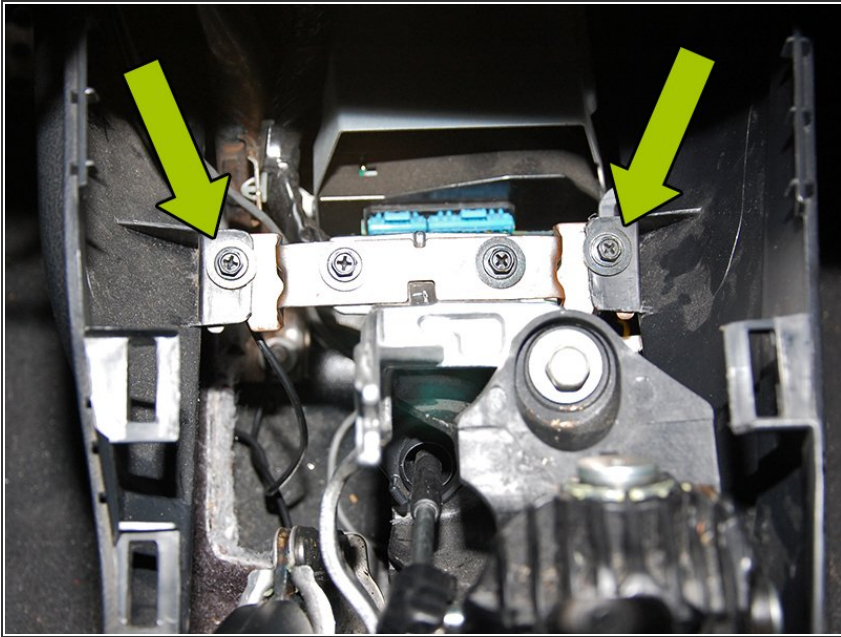
## Step 5 — Remove center console



- For the next set of steps , we will move into the interior of the car. Start by pulling the emergency brake up and unscrewing the shift knob.
- Next, pull the shift boot off by pulling straight up on all four corners of the plastic base.

- Then remove the upper center console piece by grabbing right under the shifter and pulling straight up(Fig 1).

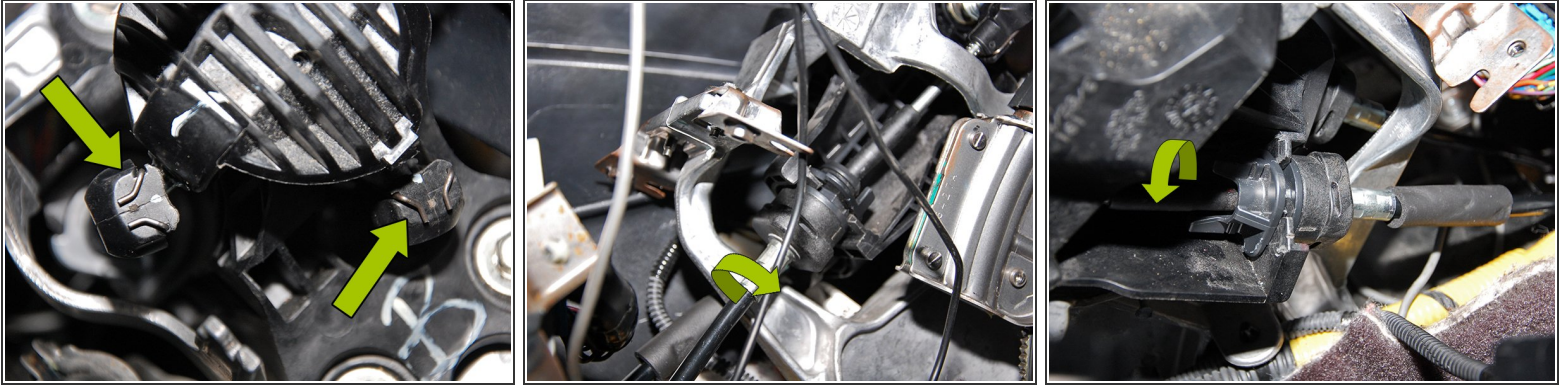
## Step 6 — Remove bolts using 8mm nut driver



- Next you will need to use your 8mm nut driver to remove the (4) bolts that hold the center console down.
- The front (2) are right in front of the shifter as seen in Fig 1, and to get to the rear (2) you must open the center console compartment and remove the rubber mat to get to them as seen in Fig 2.
- For more instructions, click this link: [How to remove bolts using 8mm nut driver](#)



## Step 7 — Slide the console



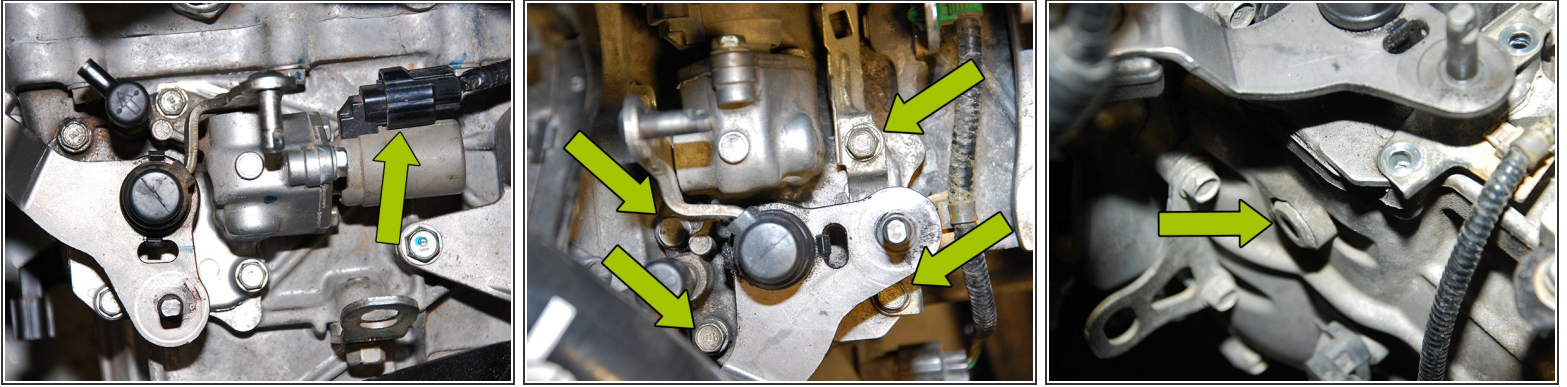
- Now that the center console is not attached, slide it into the back seat to give yourself room to remove the cables from the shifter.
- First, using your two thumbs separate the wire clips holding the endlinks on the shifter and slide them off of the ball joints(Fig 1).
- Second, you need to remove the two bushings located at the base of the shifter by rotating them counter-clockwise and sliding out the side(Fig 2/3).

## Step 8 — Unattached shifter cables



- The shifter cables should now be unattached completely from the shifter and transmission, and now you should be able to pull the cables completely off the car from the bottom. Be careful pulling them out as the bushings tend to get hung up. Once they are out we can now begin the installation of the Hybrid Racing shifter cables.

## Step 9

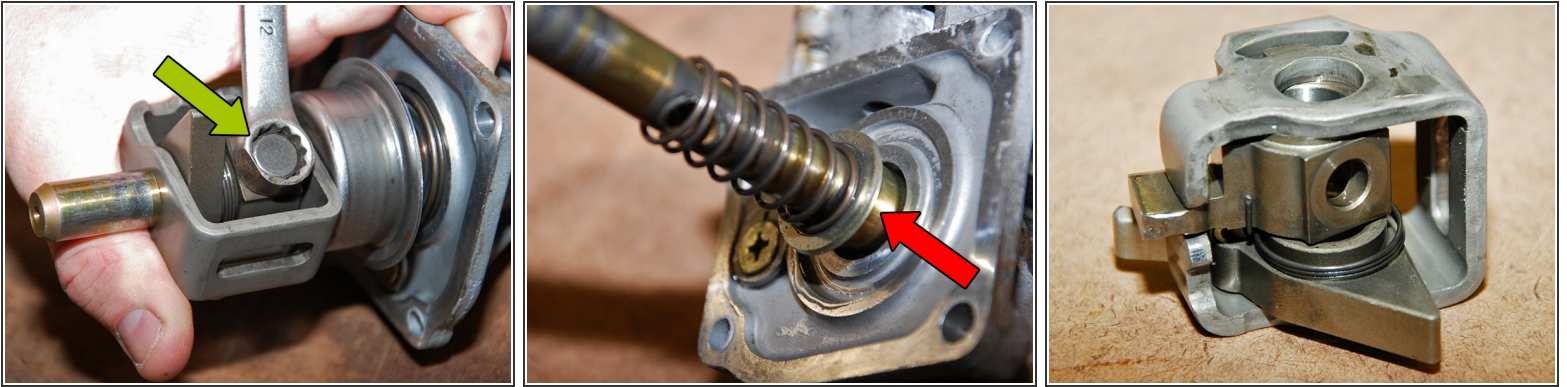


- First we will start with installing the new transmission selector lever springs.

**⚠ Before doing so you MUST make sure the car is in neutral before doing anything else.**

- Once you are completely sure the car is in neutral, we will remove the shifter arm assembly from the transmission.
  - Start by unplugging the reverse light switch plug (Fig 1). With a 10mm socket, remove the (4) M6 bolts as illustrated in Fig 2(keep track of which bolts came from where because they are different lengths).
  - Next, you will need an 8mm allen key to remove the lower retaining interlock bolt as illustrated(Fig 3). Now you must pull straight up on the whole assembly to pull it out (you may need a flathead screwdriver to pry on it and get it started).

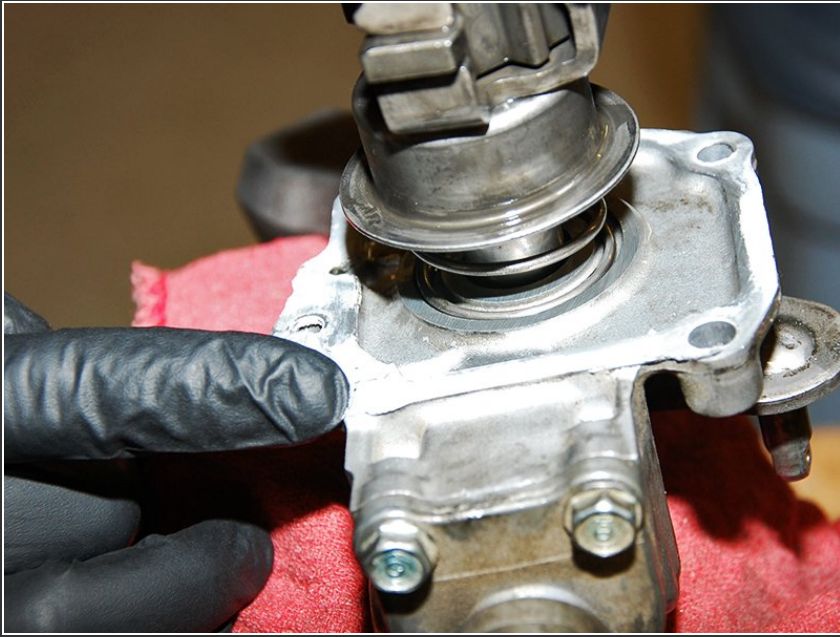
## Step 10



- i** With the assembly out on, we can now swap the springs. This step is much easier if you have another person helping you.
- The gear selector is under spring pressure so start by holding it back with your hand then using your 12mm boxed end wrench to remove the M8 bolt as illustrated in Fig 10A.
  - Once the bolt is out, carefully slide the gear selector off, making sure to keep all the parts in order.
  - With the selector off you can now swap the large and small springs with the ones provided in the kit.
- ⚠ IMPORTANT:** make sure not to lose the washer shown with red arrow touching the smaller spring in Fig 10B as it must go back on where it was after swapping the springs for proper operation of the transmission gear selector.
- Now that the new springs are installed, slide the gear selector back on making sure it is on the same way it was when it came off. If you happen to get the pieces out of order, the order they go in is displayed in Fig 10C.



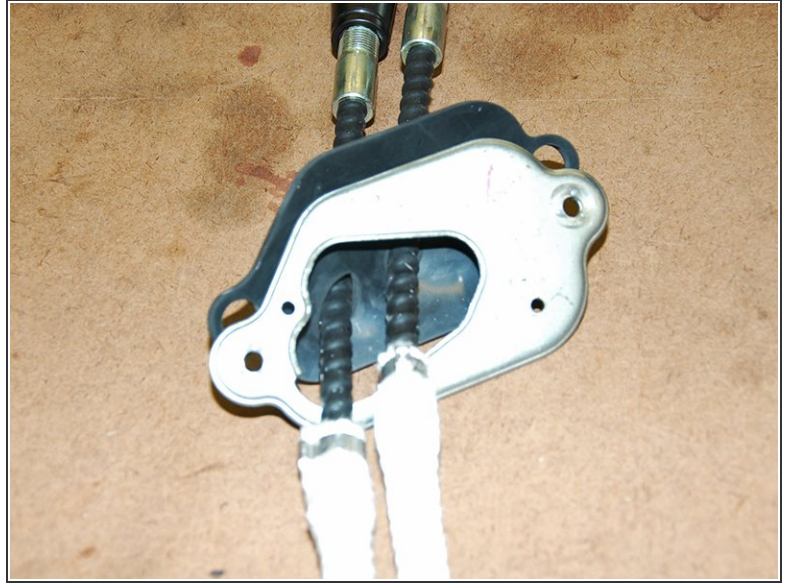
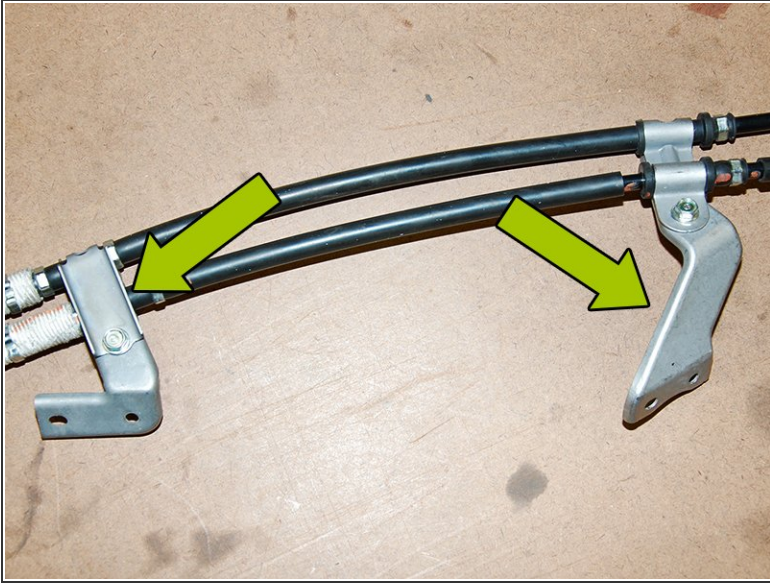
## Step 11



- Now that we have the new springs installed, we can re-install the shifter arm assembly back in the transmission.
- Before doing so, clean the old Honda bond off of the base and re-apply new Honda bond evenly with your finger as illustrated in Fig 11.
- Now slide the shifter arm assembly back into the transmission, put the (4) M6 bolts back in their original places and tighten. Using your 8mm allen key put the lower interlock bolt back in and tighten, and plug the reverse light switch plug back as well.



## Step 12



- With the transmission back together, we are now ready to install your new Hybrid Racing shifter cables.
- First we will need to remove the two mounting brackets off of the OEM cables(keep the larger bracket on the right handy as we will need it in the install later-Fig 1) so we can slide the mounting plate off.
- Slide it onto the Hybrid Racing cables as illustrated(Fig 2).

## Step 13



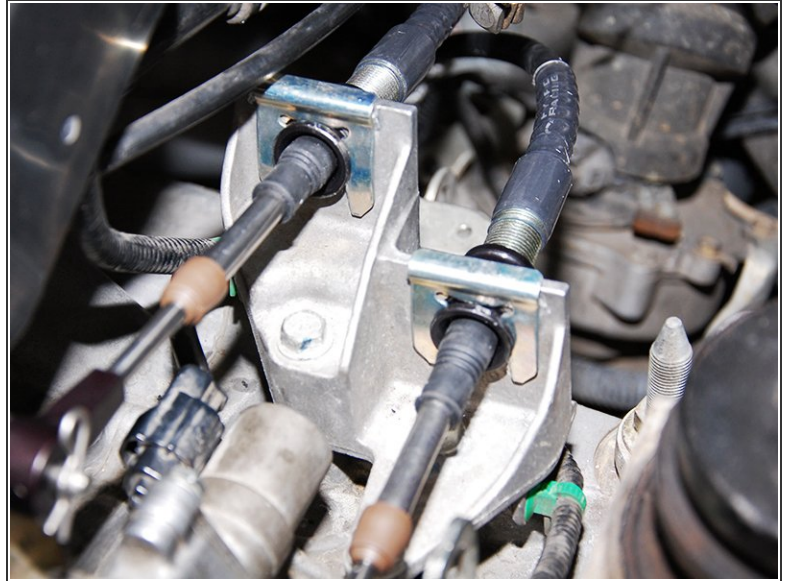
- Now install the bushing insert into the larger endlink for the transmission side of the cables.
- Slide it through the bushing and snap on the retaining ring as illustrated(Fig 2).

☑ NOTE: You are given (2) different bushing inserts, the insert with the groove in it is for cars years 07+, the one without the groove is 06 specific(Fig 1).

⚠ Be sure you install the correct insert for your application.

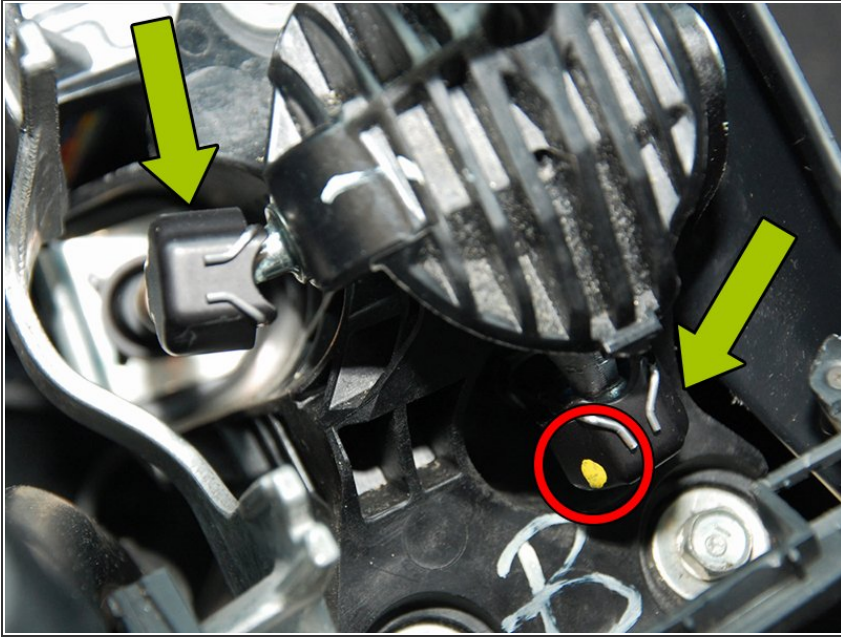


## Step 14



- i** We will start from the underside of the car by feeding them up to the transmission side first then into the car on the shifter side.
- Once you have the cables staying there we can now move back under the hood.
  - First slide the end links on the shifter arm assembly and snap on the (2) cotter pins (Fig 1).
  - Next, pull back on the cable and slide the cable bushing into place. Once the bushings are in place, slide the (2) “c”-shaped linkage clip back on like the OEM ones as illustrated (Fig 2).

## Step 15



- Moving back into the interior, pull the cables up to the shifter making sure that you have them going to the correct side.
- ☑ NOTE: One of the endlinks has a yellow dot on it, make sure it goes on the rear of the shifter.
- Once you have them on the correct side, push the end links on to the shifter until the wire clips snap on.
- Make sure that cables fit straight on as illustrated, if they do not you may have to flip the end link on the transmission side or they can be adjusted (Explained in following step)

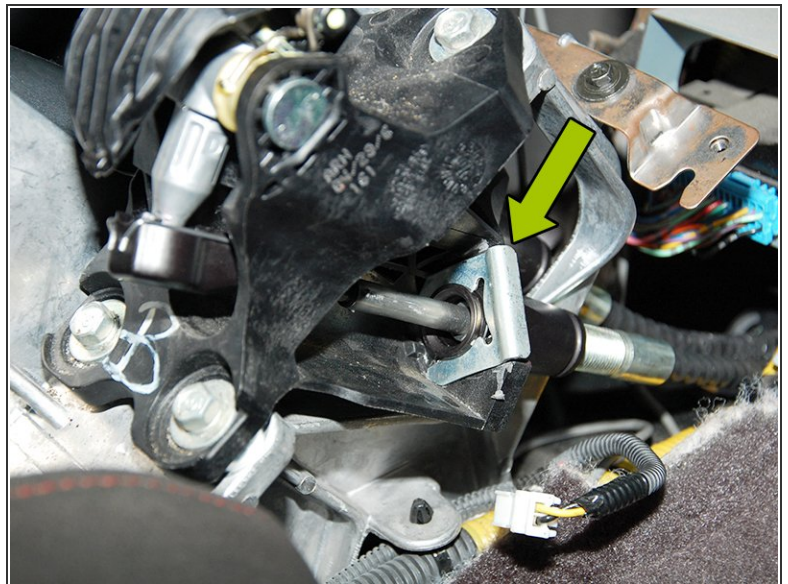
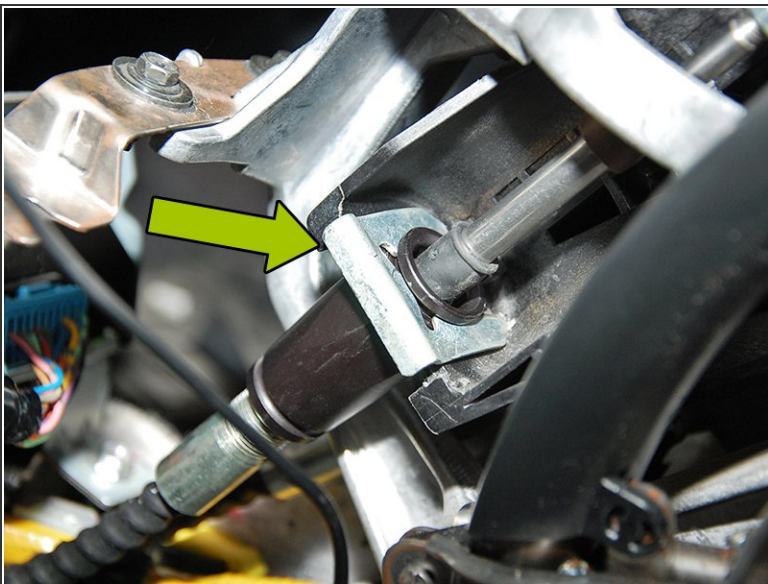


## Step 16



- ⓘ This is an optional step if the orientation of the endlink on the shifter side is not adequate.
- To adjust it, loosen the nut at the base of the endlink, rotate to desired orientation, and retighten the nut.

## Step 17



- Push the bushings into the correct place on the back side of the shifter and slide on the “c”-shaped linkage clips provided just as you did with the transmission side. When completed yours should look like the ones illustrated in Fig 1/2.

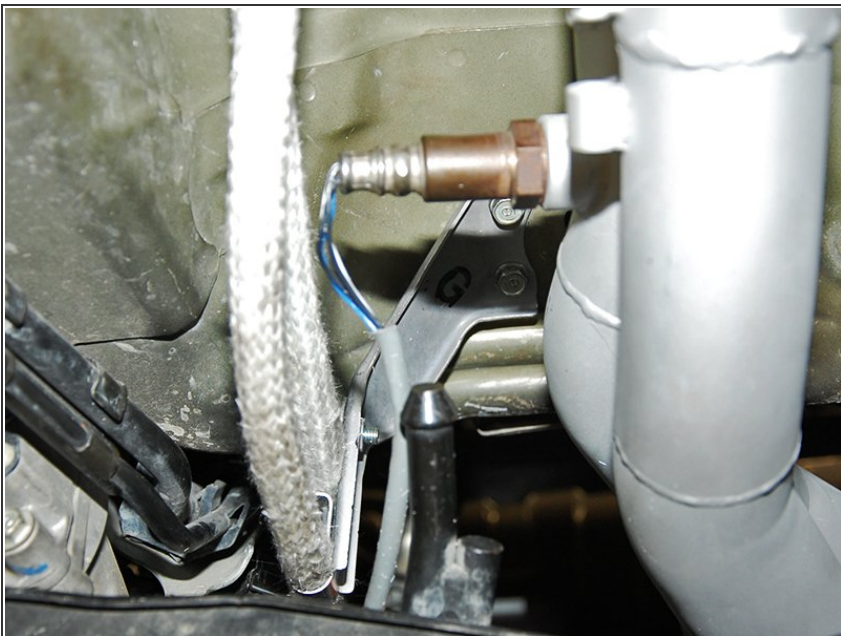
## Step 18



- Next we need to move back under the car to install the mounting plate back to the bottom of the car.
- Slide the plate back on the studs and using a 10mm socket put the (2) nuts on to hold it in place.
- Before tightening these nuts make sure the rubber seal is aligned with the plate correctly as illustrated .

⚠ You should NOT see any rubber being squeezed out of the sides.

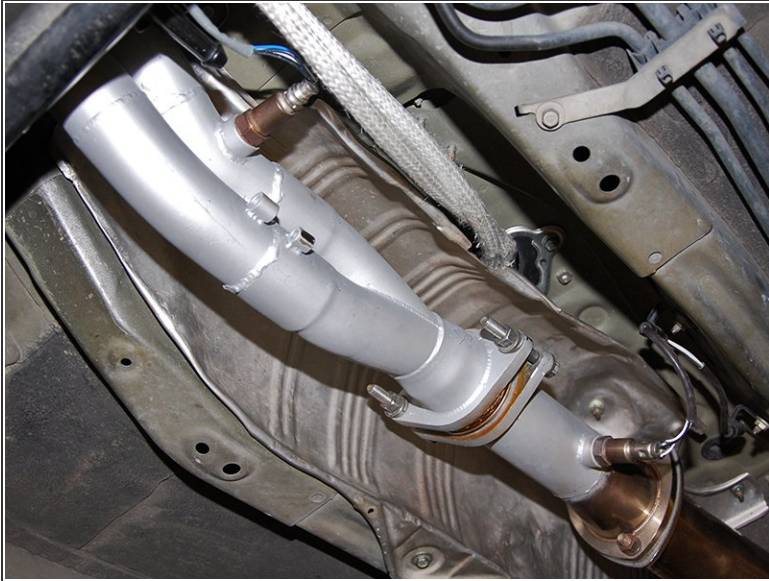
## Step 19



- Next we need to install the bracket I said to hold on to in step 4.
- First slide the cables onto the bracket but do not close the bracket or put the clamping bolt in.
- First using a 10mm socket put the (2) M6 bolts in the bracket and tighten it to the car.
- Next, adjust the cables as needed around the exhaust and install the M6 clamping bolt with a 10mm boxed-end wrench and tighten as illustrated.



## Step 20



- Finally, using your 10mm socket re-install the heat shield with the (4) M6 bolts and (2) nuts and your installation is complete!

If you have any questions or comments, please email us at [support@hybrid-racing.com](mailto:support@hybrid-racing.com).

## Legal Disclaimer

Users assume all cost and risk associated with these or any other items purchased from Hybrid Racing LLC.

Parts sold or manufactured by Hybrid Racing LLC may not meet legal requirements for use on public roads. People thinking about purchasing product(s) from Hybrid Racing LLC should check with their local and state authorities for legality. It is the user's responsibility to know and comply with all local and federal laws and regulations. Use or installation of Hybrid Racing LLC products may affect user insurance and/or vehicle warranty coverage. It is the user's sole responsibility for consequences that may occur due to having the product installed in his/her vehicle.

Hybrid Racing LLC assumes no legal responsibilities and/or liabilities, whether to user's vehicle, engine, person(s), and/or property(s), that result from the use of, or servicing of a vehicle of which a Hybrid Racing LLC product has been installed/attempted to be installed, or to any other vehicle(s) and/or person(s), regardless of whether or not this product has any involvement

directly or indirectly and/or liability, and/or whether or not proper installation has been carried forth.

All engines, engine parts and electrical components are for OFF ROAD USE ONLY/RACING

VEHICLES ONLY. They are not for or to be used on public roads in the USA.

Acquisition of a Hybrid Racing LLC product will act as an acknowledgement of the legal disclaimer stated herein.

Hybrid Racing LLC reserves the right to change this disclaimer at any time without any prior

consent or notification.

Should you need to contact us our details are as follows:

Hybrid Racing LLC, 12231 Industriplex Suite B, Baton Rouge, LA 70809

[www.hybrid-racing.com](http://www.hybrid-racing.com)