

# **K-TUNED**

## **RACE PROVEN**

### **K-TUNED SHIFTER MOUNTING KIT**

Part # KD-SPL-01

Applications: EG, EK, DC



1. The factory RSX shifter must be modified very slightly so that it will fit in the exhaust tunnel of your K-swapped chassis. There are three areas that will need to be trimmed to allow proper fitment. First, there is a small raised bump on the right side of the oem shifter box that must be trimmed down flush. (see pic 1) The second is near the neutral return spring. (see pic 2) An angle grinder or dremel tool will make this job very easy. Third, the lower right corner of the shifter needs to be trimmed back. (see pic 3)



2. Raise the car and install the smaller rear bracket of the shifter mounting kit in the exhaust tunnel using the two provided Allen-head M8 bolts. The bolts will fit into the original B or D-series shifter mounting holes. Then take the large main plate and bolt it into position by hand, temporarily on the rear bracket using two of the provided 1/4-20 bolts.
3. Push up firmly on the front of the main plate until it sits flush with the bottom of the exhaust tunnel. Adjust the rear bracket if needed, this will help you get the main mounting plate to sit flush. Now mark and drill two 1/8" pilot holes at the front of the main plate. When that's done, remove the main plate and set it aside for now.
4. Inside the car, remove the center console from the interior of the car. There are usually 2 pieces that make up center console, the E-brake cover and the shifter cover. When these are removed the interior side of factory sheet metal exhaust tunnel will be exposed.
5. Line up the steel K-Tuned template with the marked side up, placing it over the bolts coming in from the rear bracket. The template should now line up perfectly with the front pilot holes you drilled earlier. If these line up correctly (as they should) remove the template for a minute and enlarge the front holes with a 9/32" drill bit. Now put the template back on using the two provided M8 nuts and two 1/4-20 bolts to hold it in place.
6. Using a permanent marker, carefully mark a line along the edge of the template. After marking, remove the template and carefully cut out the marked area. This cut out allows the factory shifter to pass through the tunnel into the chassis. For best results we recommend drilling a small 1/8" hole at all the intersecting corners of the marked area. Also, take your time when cutting to ensure a nice clean job.



7. Now install the shifter cables on the RSX shifter. One cable will be locked in place using an oem clip, while the other locks in place on its own. Pass the cables through the large front hole on the main plate and mount the shifter to the main plate using all four of the provided aluminum spacers and nylock nuts. Note that the factory bushings will need to be removed from each corner the oem RSX shifter. These bushings are simply pushed out.
8. With the cables installed, take the provided cable grommet and push it into place in the front hole. The grommet is a very tight fit, so a small amount of oil will assist this process. The grommet is used to keep the front hole and oem shifter sealed from the outside elements.
9. Take the complete RSX shifter assembly now mounted to the main K-Tuned plate and pass it through the cut out in the exhaust tunnel. Use the rear mounting bracket and bolts to hold the assembly in place initially. Then from inside the car install the front bolts to mount it all in place. Be sure to tighten all four mounting bolts securely before the next step.
10. Operate the shifter, paying very close attention to the neutral return spring on the lower left corner. Make sure the shifter operates smoothly and that the return spring does not rub the edge of cut out in the exhaust tunnel. If there is any interference, remove and trim the area as needed. If everything is operating properly with good clearance, the provided sealer can now be used to seal up all the edges of the mounting plate.
11. Inside the car again, vacuum up the mess from cutting, re-install the center console and shift knob. Hook up the shifter cables to the transmission and secure them underneath the car keeping them away from the hot exhaust piping. You have now completed your K-swap shifter install.

