



**11<sup>th</sup> Gen Civic / 5<sup>th</sup> Gen Integra**  
**Krispy Shift Upgrades Install Guide**  
(Short Shift Adapter; Ball-End Bushing; Solid Base Bushings)

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**IMPORTANT SAFETY DISCLAIMER:** When working on your car, always follow proper safety procedures. This includes, but is not limited to, letting your car cool down, using the correct tools and protection, jacking/lifting your car correctly, and in general being careful about what you are doing. If you do not feel confident doing something, do not attempt it! Instead, have someone else with more experience try or hire a professional. SiriMoto (and any reseller) cannot be held responsible for any incidental or direct damages, injuries, or additional costs caused by installing any of the parts in this kit.

## PARTS OVERVIEW

PART NUMBER	DESCRIPTION	QUANTITY
<b>SM-HC22-SS-AD</b>	<b>11<sup>th</sup> Gen Civic Short Shift Adapter Kit</b>	
	Short Shift Adapter (303 Stainless Steel)	1
	M5x0.8 Knurled Set Screw	2
	Threadlocker (Red)	1
	2.5mm Hex Key	1
<b>SM-HC16-SA-BB</b>	<b>10 &amp; 11<sup>th</sup> Gen Civic Shifter Base Bushings Kit</b>	
	Upper Bushing Half	4
	Lower Bushing Half	4
	M6x1.0 Countersunk Flathead Bolt	4
	4mm Hex Key	1
<b>SM-HC16-SL-EB</b>	<b>10th &amp; 11th Gen Civic Shift Lever Ball-End Bushing</b>	
	Ball-End Bushing (Acetal/Delrin)	1

**INSTALLATION**

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**A. DISCONNECT NEGATIVE BATTERY TERMINAL**

1. Using a 10mm wrench or socket, disconnect the negative battery terminal from the battery.

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**B. DISCONNECT SHIFT BOOT**

1. Firmly grasping the boot collar at the base of the shift knob, pull down and release the boot from the shift knob/jam nut.

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**C. REMOVE SHIFT KNOB**

- *NOTE: some models do not feature jam nut, simply unthreading the shift knob (counterclockwise) will allow for removal.*
1. Loosen the jam nut with a 14mm wrench by turning it clockwise while holding the shift knob stationary.
  2. With the jam nut loose, unthread the shift knob by spinning it counterclockwise and then remove the jam nut as well.

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**D. REMOVE SHIFTER SURROUND**

1. Using a non-marring pry tool, release the 8 retaining clips holding the shifter surround to the center console panel by prying up at the panel, starting at the rearmost edges.
2. Disconnect the electrical connectors to the buttons at the shifter surround panel.
3. Release the white clip holding the wiring harness to the shifter surround and remove the shifter surround panel.

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## E. REMOVE CENTER CONSOLE JACK/ACCESORIES PANNEL

- *NOTE: shifting into 4<sup>th</sup> gear will provide more clearance to allow for removal of the center console panel.*
  1. Starting at the rear of the panel ends, pull up by hand to release the retaining clips and work your way forward toward the jack (USB and accessories) panel.
  2. With the center console panel loose, turn it towards the passenger side and disconnect the electrical connectors at the back of the jack panel.

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## F. REMOVE CUP HOLDER

1. Grasping the cup holder assembly firmly, pull vertically to release the 3 rear clips, 4 side clips, and single front clip. If necessary, use a non-marring pry tool to gain leverage and release the retaining clips, but only pull the assembly vertically to avoid damage to the clips.

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## G. REMOVE CENTER CONSOLE

- *NOTE: Some trims will require removal of the Rear Console Panel which have electrical accessories and air vents for the rear passenger seats. If this is the case, pry at the top of the panel and pull it rearwards away from the center console, then disconnect any duct/electrical connectors to remove the panel.*
  1. Disconnect the grey wiring connector to the key FOB proximity sensor, located towards the passenger side of the center console.
  2. Disconnect the white electrical connector near the cupholder area.
  3. Access the two rear mounting screws by lifting the arm rest and removing the rubber tray mat, then remove the screws with a Phillips screwdriver or 8mm hex socket.
  4. Remove the remaining four center console mounting crews at the base of the cup holder area, and at the front near the jack/accessories panel area.
  5. Pull the center console rearward to release the retention clips at the dashboard, then carefully raise the center console and set it aside.

6. Set the shifter/transmission back into neutral.

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## H. REMOVE SHIFTER ASSEMBLY

1. Disconnect the gate selector cable end-link from the rocker arm by carefully rotating the retaining spring clockwise to eject it from its groove using a screwdriver or pliers. *NOTE: take care not to lose or break this spring; the OEM part number for the retaining spring is 54321-TBA-A01.*
2. With the cable end link removed from the rocker arm, set the spring back into its original position in the retention groove to allow for quick installation later.
3. Disconnect the gate selector (side-to-side) cable mounting socket from the shifter base assembly by releasing the white locking clip away from the cable, then twisting the black portion of the socket about three-quarters of a turn counterclockwise and slide the cable socket assembly to the left away from the shifter base.
4. Disconnect the gear selector (front-to-back) cable link from the shift lever by spreading the retaining spring clip, then sliding the link down away from the lever. *NOTE: it helps to have the shifter/transmission in 3<sup>rd</sup> gear to bring the cable link towards the rear opening of the shifter base.*
5. Disconnect the gear selector cable mounting socket from the shifter base assembly, similar to the gate selector socket removal process but sliding the socket assembly up away from the shifter base.
6. Unbolt the four 10mm hex bolts holding the shifter assembly to the aluminum base and remove the shifter assembly.

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## I. REMOVE OE RUBBER BASE BUSHINGS

1. Remove the metal collar at each of the four rubber bushing mounts with a screwdriver or suitable tool.
2. Remove the rubber bushings from the shifter base.

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**J. REMOVE OE BALL-END LEVER BUSHING**

1. Using a towel or cloth, grab the ball bushing by hand and pull it off the shift lever. *NOTE: a moderate amount of force is required; be careful not to strike anything when it comes undone.*

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**K. INSTALL BALL-END BUSHING**

1. Clean off any grease from the factory shift lever ball-end and apply it to the new ball bushing (or factory bushing if being reused). *Alternatively, white lithium grease can be used at this interface.*
2. Install the ball-end bushing onto the short shift adapter. *NOTE: ensure the ball bushing is at a moderate room temperature. If bushing is too cold, it may be brittle and could crack upon installation. Using a heat gun or hair dryer to warm up the bushing will help prevent breakage.*

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**L. INSTALL SHORT SHIFT ADAPTER**

1. Install the two M5 set screws onto the short shift adapter, ensuring they do not protrude all the way through to the inner diameter where the factory lever will be located. *Optional: apply a dab of Threadlocker onto the M5 set screws.*
2. Install the short shift adapter onto the factory lever, ensuring the ball-end is completely inserted into the adapter, then tighten the two set screws. *NOTE: it is best to install the adapter with the set screws located at about the 6 and 12 o'clock positions.*

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**M. INSTALL SOLID BASE BUSHINGS AND SHIFTER ASSEMBLY**

1. Place the shifter assembly onto its aluminum pedestal and install one of the lower halves of the base bushings. *NOTE: ensure the gear selector cable is properly routed towards the shift adapter ball-end.*
2. Install a corresponding upper bushing half and screw on one of the M6 bolts, leaving it loose for the time being.

3. Proceed by installing the remaining base bushings one at a time, leaving the hardware loose for the base to be workable/pliable.
4. With all bushings and hardware installed, tighten the M6 hardware to about 7-lb/ft (82-lb/in).

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## N. INSTALL PREVIOUSLY REMOVED COMPONENTS

1. Reinstall the gear select cable, gate selector cable, center console and wiring harness clips, electrical connectors, cup holders, jack panel, shifter surround, shift knob, and negative battery terminal, as well as any other previously removed components.
2. Start up the vehicle and allow vehicle systems to initialize, then drive for 5-10 minutes to complete the process.

*Congratulations! Installation of our SiriMoto Krispy Shift Upgrades are complete; you can now enjoy the crisp and engaging shifts this system brings! \(.> ^ <),♡*

*From the SiriMoto Team, we thank you for choosing our shifter upgrades as countless hours were put into the development of this kit, along with real-world track testing and daily driving.*

Best Regards,  
**TEAM**  
**SIRIMOTO**

