



T1 G Force Shifter Kit Installation Instructions

1. Remove factory shift linkage assembly
2. Put new shifter assembly up towards the hole in the chassis, from the bottom and mark on the chassis where it needs to be opened up for the shifter to fit. It will only take some minor trimming here for the shifter to fit through the chassis. The two bolts in the rear of the bracket will thread into the OEM linkage mounting holes. These are the M8 x 1.25 x 25mm bolts.
3. Once the hole in the chassis is opened up to fit the shifter, bolt the shifter assembly in using the 2 rear bolts.



4. Mark on the chassis (with white out or a center punch) the four holes in the front side of the bracket.
5. Remove the shifter assembly and drill the 4 holes you marked in the chassis with a 3/8" drill bit. De-burr the holes after drilling.
6. Bolt the shifter assembly in again with the 2 rear bolts, leaving them loose for now.
7. From the topside of the car, install the 4 M8 x 1.25 x 20mm bolts and washers. These will thread directly into the shifter bracket. Once all the bolts are in, tighten the 4 on top and the 2 on the bottom.
8. Now you want to set the shifter stop bolts on the top part of the shifter to hold the shifter in the middle. Just back each stop bolt out until they meet and hold the shifter directly in the center.



9. From the bottom of the car, bolt the shift linkage to the round adaptor mounted on the shifter. Use the 3 supplied allen bolts. (This adaptor allows you to rotate the linkage for small changes in alignment.) **For now, set these 3 slots right in the middle, where it can rotate either direction equally, and tighten the 3 bolts.**

10. For this step you will either need to be able to weld, or have a drill and $\frac{1}{4}$ " drill bit. **If you will weld it, skip ahead to the next step.** If you're going to bolt it together, put the adaptor on the trans and line up the hole that the roll pin goes in on the trans. Now make a mark on the bottom side of the U joint, where the other half of the linkage is going to slip in, directly in the middle. Remove the U joint from the car and put it in a vise. Drill a $\frac{1}{4}$ " hole in the spot you marked, making sure to keep the hole going directly through the center of the top part and bottom part. When you're finished, you should end up with a hole on both sides just like on the opposite end where it attaches to the trans. De-burr the inside of the hole and make sure a $\frac{1}{4}$ " bolt fits through it.



11. Install the adaptor piece on the trans. using the supplied OEM Honda roll pin. Make sure the trans is in neutral at this point.
12. The long piece of the shift linkage is kept a little long, you will need to trim this piece to length. Line up the linkage with the U joint on the tranny, putting them next to each other and making a mark on the tube where it needs to be cut.



13. Remove the linkage from the shifter at the 3 allen bolts.

14. Cut the linkage to the length you marked. **Remember, you can cut twice, but it's much harder to add material back on. Measure 3 times, cut once!**
15. De-burr the end of the tube where you cut it, as it has to slip inside the U joint at the trans.



16. Put the tube into the U joint at the trans and then slide it up and bolt the 3 allen bolts back on at the shifter, again keeping them in the middle of the slot.
17. If you're going to weld this joint, now is the time. With the trans in neutral and the shifter in the middle of it's throw, tack the U joint to the tube in 2 places. Remove the assembly and fully weld the joint. If you're using a nut and bolt, drill through the tube using the pre drilled holes as guides. Use a 1/4" bolt and nylock nut for this connection.
18. The last step in the linkage is loosening the 3 allen bolts and making sure the shifter is in the exact center. The spring should be pushing it towards the 5/R gate, but not allowing it into that gate unless you push down on it. Make sure that you cannot push the shifter to the right w/o pushing down on it. Put some red loc tite on the allen bolts and tighten them for the final time.
19. Back the shifter stops on the inside of the car all the way back out.

20. Put the shifter in 3rd gear, if you have a dog box roll the tires and make sure it's all the way in 3rd gear. Set the forward stop so that it's almost touching the shifter and tighten the lock nut. Do the same for the rear stop and 4th gear.



21. You should be set. You will notice there is very little side to side movement, 1st and 3rd are not far from one another at all. It feels odd at first, but you will get used to it very quick. Just make a conscious effort to pull towards you when you're going into first and it'll do it every time. To get into the 5th and reverse gate you will push down and to the right, just like on an S2000.

If you have any questions, please feel free to call us, we're here to help.

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