

INSTALL TIME: 1 hour**DIFFICULTY LEVEL:** 2**TOOLS NEEDED:** socket driver

10 mm socket

12 mm socket

6 mm allen key

small flat head screwdriver (or trim removal tool))



1. Start by removing the (7) plastic retaining clips on the plastic cowl. Use a small screw driver or trim removal tool to pop the center clip and then remove.

When all clips are removed, remove the plastic cowl. (Fig 1)



Figure 1

2. Loosen air box clamp using 10 mm socket. Unplug the MAF connector and remove the wire routing tab from air box. (Fig 2)

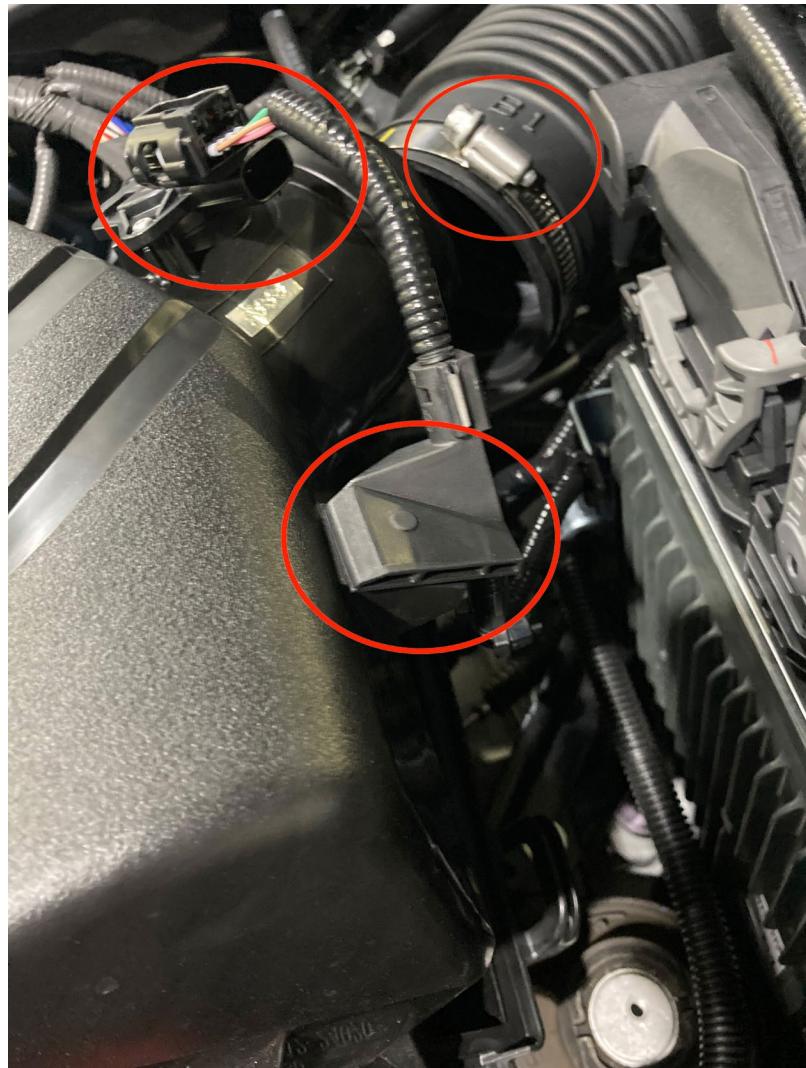


Figure 2

3. Remove (2) more plastic clips and remove the plastic air duct that routes to the OEM air box. Unplug small hose (only 1) and remove from air box routing tabs. (Fig 3)

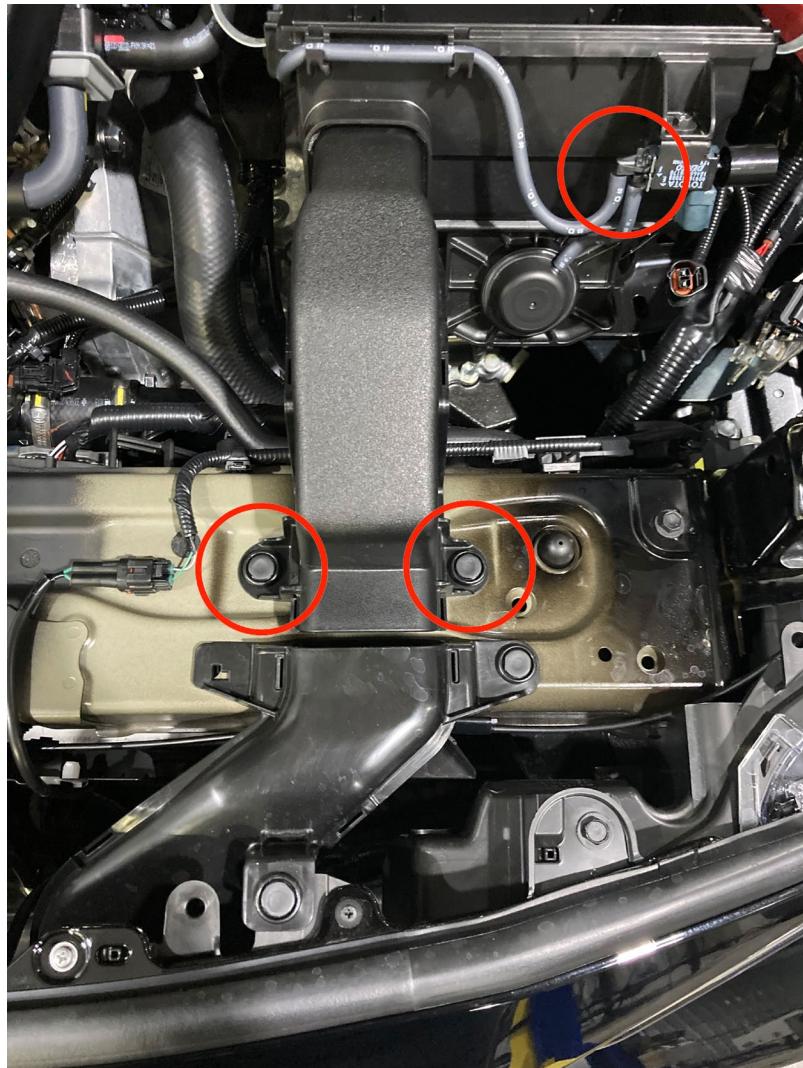


Figure 3

4. Remove upper portion of OEM air box and filter. Remove final wire routing clip on side of air box. (Fig 4)



Figure 4

5. Remove lower portion of OEM air box by lifting up. It is held in by 3 mounting points. Remove the air box mount bracket using a 10 mm socket. (Fig 5)



Figure 5

6. Remove the shifter bushing from the large cable head. (Fig 6 and Fig 7)



Figure 6

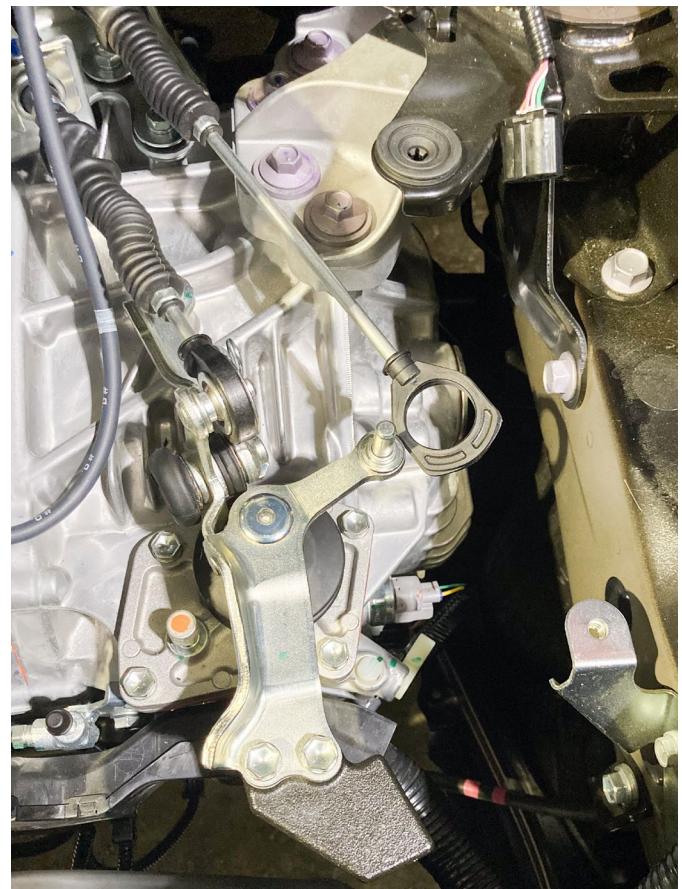


Figure 7

7. Hold the short shifter sideways and install the bushing and washers as shown in the picture. (Fig 8a & Fig 8b)

IMPORTANT: Depending on when your kit was purchased, you may have either hardware version shown below. **Both versions install the same way and perform identically. No replacement or upgrade is required.**

NOTE: We recommend to use the short shifter with the Racer X shifter cable bushing kit. The bearings reduce the notchy shifter feel often associated with aftermarket short throw shifters.

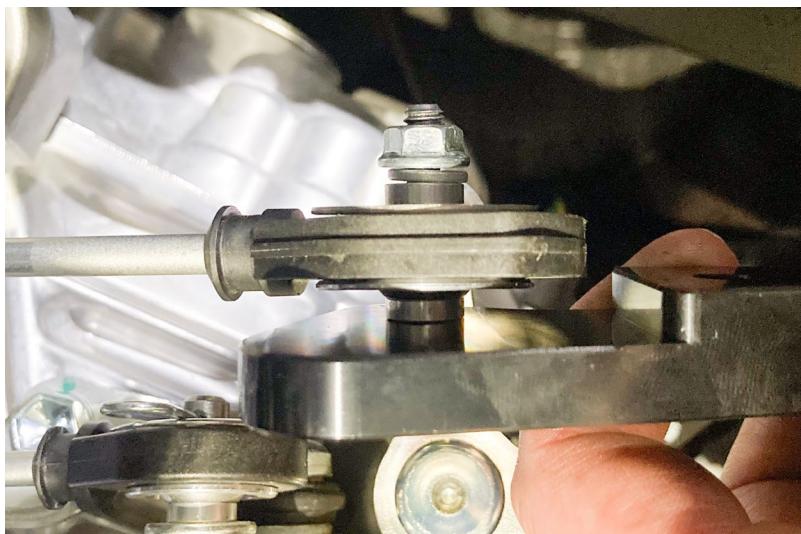


Figure 8a

Previous Hardware (earlier kits)
 Order of bushings/washers:

1/8" aluminum collar
 shifter bushing
 large flat washer
 1/8" aluminum collar
 lock washer
 M6 flange nut



Figure 8b

Current Hardware
(shipping as of 11/25/2025)
 Order of bushings/washers:

M8 flat washer
 1/8" aluminum collar
 shifter bushing
 large flat washer
 1/8" aluminum collar
 M6 deformed locking nut

8. Place the short shifter to the side and remove the counter weight at the base of the bell crank using a 12 mm socket. (Fig 9)

TIP: OEM used a thread adhesive, so they are a little bit gummy on the first removal.

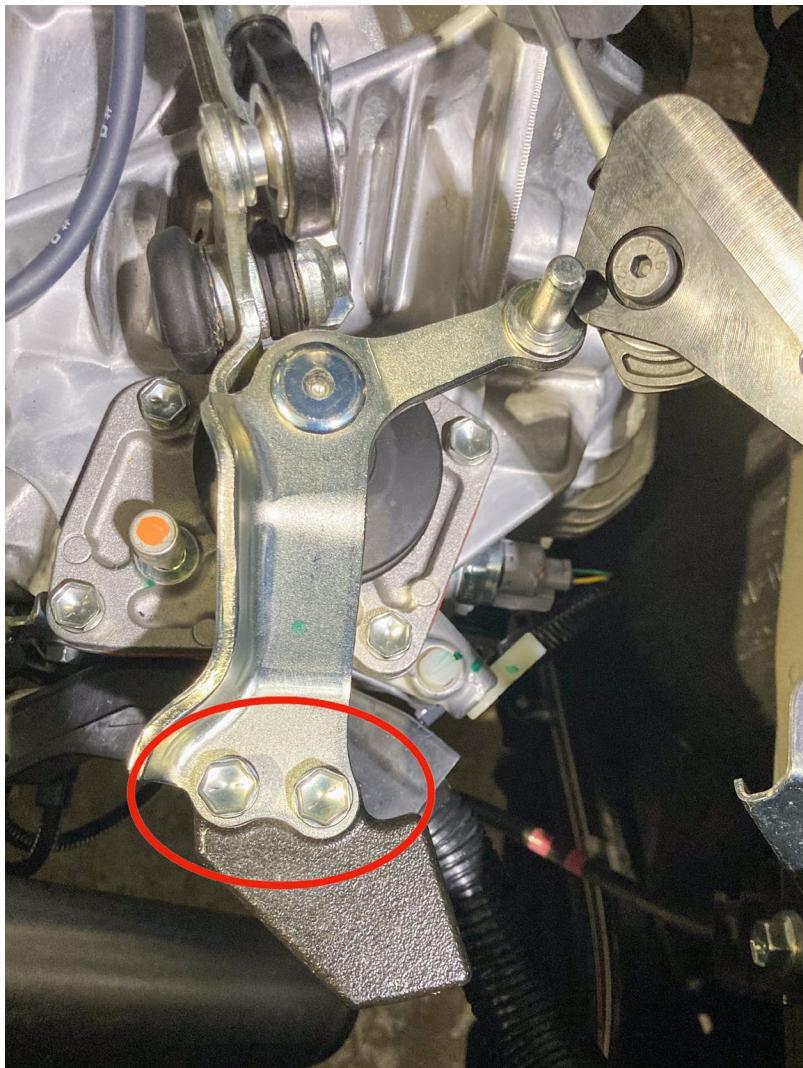


Figure 9

9. Position the short shifter as shown: below the cable post and above the counter weight bolt holes. (Fig 10)



Figure 10

10. Install the upper mount to the short shifter and OEM cable post. Thread in the M8 socket head cap screws by hand and lightly tighten with 6 mm allen key. (Fig 11)



Figure 11

11. Reinstall counter weight using supplied M8 flange bolts. Tighten flange bolt using M12 socket. Tighten M8 socket head cap screws using M6 allen key. (Fig 12)

Work the bell crank by hand to check for any binding. If installed properly you should be able to change through all of the gears at the bell crank.

Installation is complete. **Please be aware that a reduction in throw increases the amount of shifting force needed.**



Figure 12