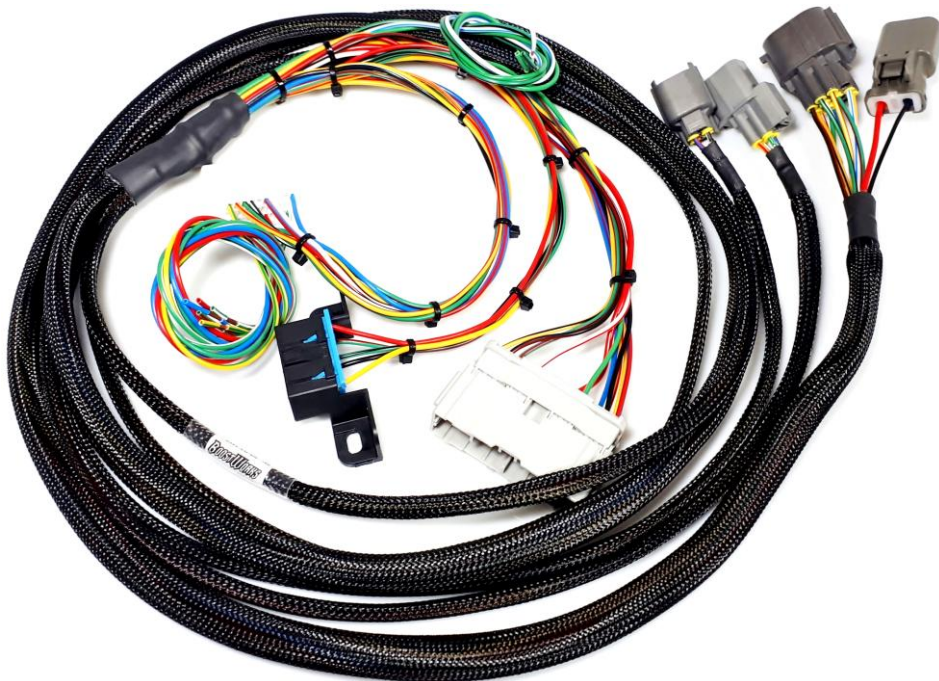


BOOSTWORKS

engineering



BWE-EG-DC

K Series Swap Harness

For 92-95 Civic & 94-01 Integra

WARNING!

THIS IS A RACING CONVERSION HARNESS

NOT ROAD LEGAL

Thank you for purchasing the BW-EG-DC conversion harness, we made it so that you have as minimal as possible trouble starting your k series engine. We hope you enjoy connecting it as much as we did fabricating it. If you can't manage to get the car started for any reason, feel free to contact us for any help. Contacts are at the bottom. Please read all the instructions as we are not responsible for any damage to the ecu or any other parts. Wire colors may change from location of the map, so use positions instead if you need.

Following wires are loose, connect them according to your needs:

Fan Switch

If you're not using K-pro to control the fan, then you need to wire the fan switch. You'll have to reuse the sensor and the connector from a B/D series engine. Cut the connector with enough length as you feel comfortable working with.

Connect any one of the terminals to chassis ground. Connect the other wire of the connector to the GREEN wire on your conversion harness.

If you're using K-Pro you can use it to activate the fan with it, protection tab. It works with the temperature sensor already in the engine.

Coolant Temperature Gauge

If you want to have temperature showing on your cluster, you have to wire the sensor to the conversion harness. It's usually installed in place of the idle air assist valve on the k-series engine. Install the adapter and the temp sensor. This is a one wire connection, you'll have to extend the GREEN/BLACK wire, to the sensor you just installed. We have adapters for the temperature sensor, original and replacement temperatures sensors available at our shop. Contact us if you need any.

Following connections depend on what chassis you have. Stock ECU connectors for Civic and Integra chassis following:

92-95 Civic and 94-95 Integra:

| Connector A | | | | | | | | | | | | | Connector D | | | | | | | | | | |
|-------------|---|---|---|----|----|----|----|----|----|----|----|----|-------------|---|---|---|----|----|----|----|----|----|----|
| 1 | 3 | 5 | 7 | 9 | 11 | 13 | 15 | 17 | 19 | 21 | 23 | 25 | 1 | 3 | 5 | 7 | 9 | 11 | 13 | 15 | 17 | 19 | 21 |
| 2 | 4 | 6 | 8 | 10 | 12 | 14 | 16 | 18 | 20 | 22 | 24 | 26 | 2 | 4 | 6 | 8 | 10 | 12 | 14 | 16 | 18 | 20 | 22 |

OBD2A 96-99 Integra:

| Connector A | | | | | | | | | | | Connector D | | | | | | | |
|-------------|----|----|----|----|----|----|----|----|----|----|-------------|----|----|----|----|----|----|----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 1 | 2 | 3 | 4 | 5 | | | |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 22 | 23 | 24 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| | | 25 | 26 | 27 | 28 | 29 | 30 | | | | | 13 | 14 | 15 | 16 | | | |

OBD2B 00-01 Integra

| Connector A | | | | | | | | | | | | |
|-------------|--|----|----|----|----|----|----|----|----|----|----|----|
| | | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | | | |
| | | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| | | | 26 | 27 | 28 | 29 | 30 | | | | 31 | |

Each wire should be connected as follows:

Fuel pump relay

You will need to connect the YELLOW/GREEN wire on your new swap harness to the wire on your chassis to power the fuel pump. Connector A position 7 and 8 for Civic, connector A position 16 for OBD2A Integra, and connector A position 15 for OBD2B Integra.

If you have a JDM ecu you will need to ground the fuel pump wire.

Malfunction indicator light

If you want to have the MIL light operating, to be able to see or alert of error codes you'll have to connect the GREEN/WHITE wire to Connector A position 13 for Civic, connector A position 18 for OBD2A and OBD2B Integra.

Electronic load detector

If you need the ELD sensor, connect the GREEN/RED wire to connector D position 10 for Civic, connector D position 16 for OBD2A Integra, and connector A position 30 for OBD2B Integra.

Engine Grounds

K series engines need good grounds. Don't remove the one in the valve cover, it's there for a reason. Connect another one in the gearbox, near alternator, rear of the valve cover, etc.

Harness Installation

This should be very straight forward. Pull these connectors at the shock tower to the inside of the car.



Connect them below the dashboard area and hold them using zip ties. Make sure they are nice and tight and don't disturb any other parts. Route the harness to the ecu area and connect all remainder connectors. Route O2 connectors thru a grommet and make sure not to leave an open hole to the inside of the car.

Data link connector available if you want to see trouble codes.

Your engine should now start. If you have any problem starting it, send us an e-mail, we will try to help. Be sure you have checked all the basic procedures if not starting, like fuses, relays, if you hear the fuel pump running, if you have spark, etc.

Contacts:

info@bwe.pt

www.bwe.pt