



EG / DC2 Conversion Harness

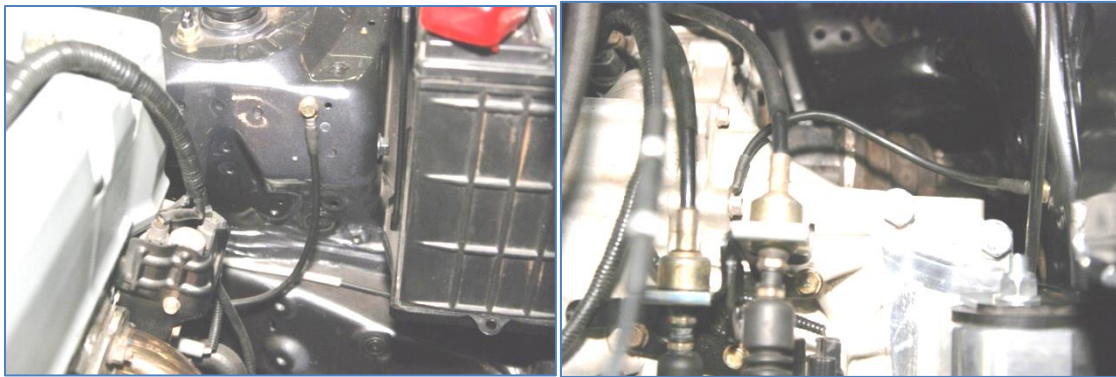
Part # KTH-EG-DC2

Applications: 1992 - 1995 EG Civic / 1994 - 2001 DC2 Integra

Important NOTE: Please read all instructions very carefully as K-Tuned are not responsible for any damage to the ecu, sensors or wiring. To start off, there are a few common wires that need to be wired up the same way on all K-swap vehicles.

COMMON K-SWAP WIRING

Engine grounds - We recommend that a minimum of 2 grounds are used on a K-Series engine swap. Hook up one from the timing chain case to the chassis, and a second ground from the transmission case to the chassis.



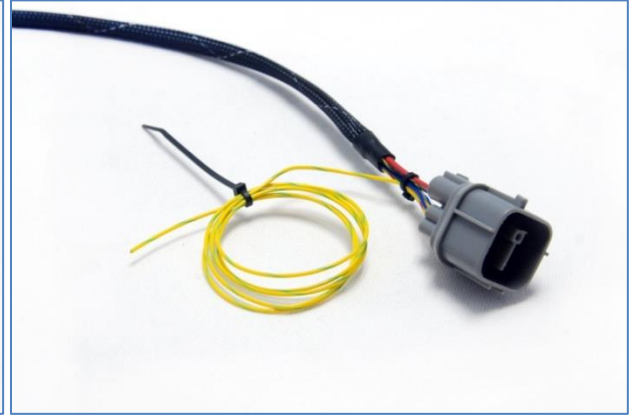
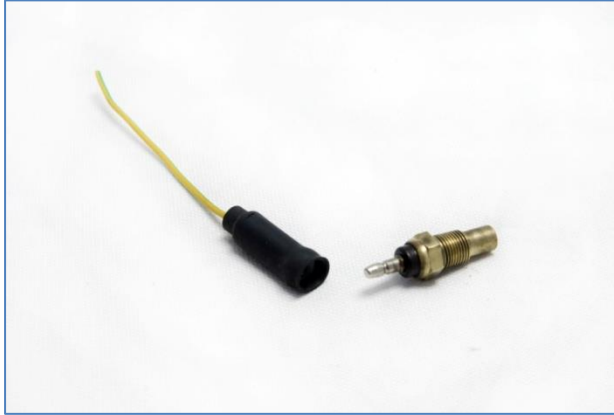
Fan switch - If you are using KPro, hooking up a fan switch is optional. The KPro software (Protection section) can be set up to control the cooling fan through the oem ECT sensor already wired into the factory K-series engine harness.

NOTE: For installs without KPro the fan switch must be wired up to control the cooling fan. To do this, you will need to reuse the fan switch from your B/D series engine or purchase a new one from K-Tuned or your local Honda dealer. You will also need to cut off the 2 pin connector plug from your old B/D series harness. There are 2 wires on the plug for this sensor, signal (**solid green**) and ground (**black**).

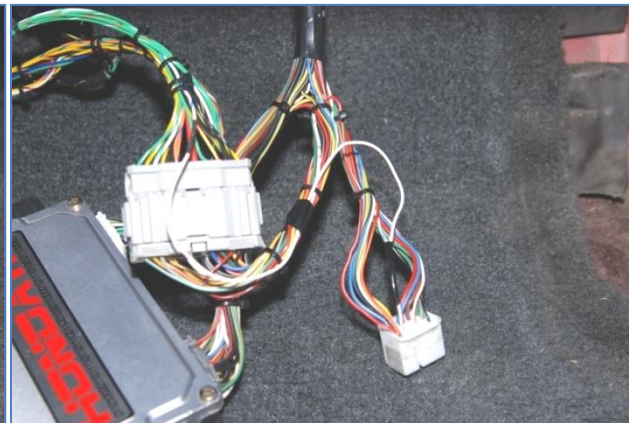
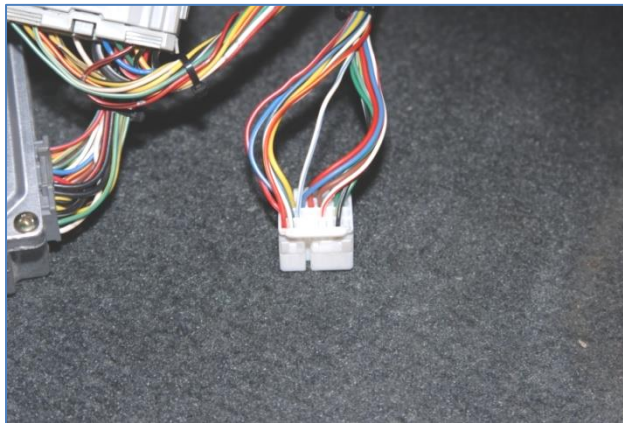
To wire up the fan, connect the signal (**green**) wire from the fan switch plug to the **solid green** wire found on the K-Tuned harness. To complete the circuit run a new ground (**black**) wire somewhere to the chassis. For a clean look you may want to route this into the cabin and ground to the chassis there.



Coolant Temp sensor for the gauge cluster - You need to reuse the sensor and plug from your B/D series engine or purchase a new one from your local Honda dealer. This is a **yellow/green** wire needs to be run into the bay and hooked up to the coolant temp sensor so the gauge on the cluster will operate. This is a simple single wire connection **yellow/green** on the used plug to **yellow/green** on the K-Tuned harness. We recommend that this sensor be placed in the upper coolant housing for an accurate reading. We sell an adapter that makes this install very easy.



Charging Light - To operate the charging light, the **white/blue** wire on the K-Tuned conversion harness needs to be tapped into position B10 on your K-series engine harness. Do not cut the wire simply tap into it. The wire on the K-series engine harness will also be **white/blue**.



CAR SPECIFIC CONNECTIONS

The next 3 connections are car specific and they need to be connected properly to the oem ecu plugs based on the year and make of your vehicle. Please select the correct factory ecu pin location diagram that is specific to your vehicle and make the appropriate connections.

Fuel pump relay - This **yellow/green** wire, located on the ecu side of K-Tuned harness needs to be connected to fuel pump relay wiring on your chassis. See the diagrams below to make the correct year specific connections. NOTE: If you are using a JDM ecu simply ground these wires to operate the fuel pump.

MIL (Check engine light) - This **green/orange** wire needs to be connected to the original check engine light wire and will alert you if there are any engine codes. Again choose the year specific diagram and make the correct connection.

ELD (Electronic load detector) - This **green/red** wire on the K-Tuned conversion harness will not be needed on all chassis. If the vehicle you are working on is equipped with an ELD sensor, hook up this wire according to the year specific diagram.

NOTE: If your car does not have this wire, do not worry. You do not need to make this connection.

ECU plug wire locations & colors:

1992-1995 Civic EG and 1994-1995 Integra DC2

Fuel pump relay - A7 and A8 (green/yellow)

NOTE: If you are using a JDM ecu simply ground these wires to operate the fuel pump.

MIL - A13 (green/orange)

ELD - D10 (green/red)

STOCK ECU - Connector A

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

STOCK ECU - Connector D

1	3	5	7	9	11	13	15	17	19	21
2	4	6	8	10	12	14	16	18	20	22

1996-1999 Integra DC2

Fuel pump relay - A16 (green/blue)

NOTE: If you are using a JDM ecu simply ground these wires to operate the fuel pump.

MIL - A18 (green/orange)

ELD - D16 (green/red)

STOCK ECU - Connector A

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

STOCK ECU - Connector D

1		2	3	4		5
6	7	8	9	10	11	12
13	14	15		16		

2000-2001 Integra DC2

Fuel pump relay - A15 (green/yellow)

NOTE: If you are using a JDM ecu simply ground these wires to operate the fuel pump.

MIL - A18 (green/orange)

ELD - A30 (green/red)

STOCK ECU - Connector A

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

STEP BY STEP (EK shown, EG is similar)

- 1) Locate the plug found at the driver side shock tower. This is where the conversion harness will plug in.
- 2) Push the shock tower plug back through the firewall. Use zipties to hold the conversion harness below the dash making sure to keep it away from the pedals.
- 3) When the harness is secure, connect the original shock tower plug to your K-Tuned conversion harness.
- 4) Here is the K-series RSX-S engine harness passed through the AC grommet into the passenger side cabin. Right beside the harness, we are using a Hondata KPro ecu.
- 5) A and B plugs can now be plugged into the ecu.
- 6) The remainder of K-Tuned conversion harness is now located on the passenger side cabin. The large grey connector can be plugged in.
- 7) Remove the ecu B plug and locate pin B10 on the engine harness. This is a **white/blue** wire.
- 8) Now simply tap the **white/blue** wire on the K-T harness into the **white/blue** wire on B10. Do not cut this wire just tap into it.
- 9) Here we connect the green plug found only on EK's. Skip this step for EG/DC2 installs.
- 10) Now find a suitable grommet to pass the O2 sensor wiring through. The AC grommet or the smaller one below it should work fine. If you are running both O2's you can pass them both through the same hole
- 11) Next, the primary O2 is passed up above the subframe and plugged in.
- 12) Here is the B/D coolant temp sensor installed on the engine. We have used our K-Tuned temp sensor adapter.
- 13) The **yellow/green** wire from the K-Tuned harness is connected to the temp sensor.
- 14) When all the car specific connections have been made and everything is working properly, the K-Tuned harness and ecu can be tucked behind the dash or carpeting out of view.



