



## **ELUSIVE RACING KSWAP EG/DC2 HARNESS**

**PART NO : ER-H-EG-DC2**

**APPLICATION: 1992 - 1995 EG CIVIC / 1994 - 2001 DC2 INTEGRA**

**INSTALLATION MANUAL**

## **DISCLAIMER**

Please read all and follow instructions with car as Elusive Racing PTY LTD are not responsible for any damaged caused to the ecu, sensors or any wiring. This is also not limited to any damage caused to the engine as a result of incorrect wiring.

## **INTRODUCTION**

To start off your K-Swap journey there are a few common connections which need to be made which are necessary for all k swap vehicles once completed you will need to move onto the vehicle specific connections outlined later in this guide.

## **COMMON CONNECTIONS**

### **ENGINE GROUNDS**

It is recommended that you use a minimum of 2 ground points for your K-Series engine swap.

## **FAN SWITCH**

### **WITH HONDATA K-PRO**

In the event that you are using a Hondata K-PRO ecu installing a fan switch is optional. Hondata K-PRO software (Protection section) can utilise the oem ECT sensor already wired into the factory K-Series engine harness to control the cooling fan.

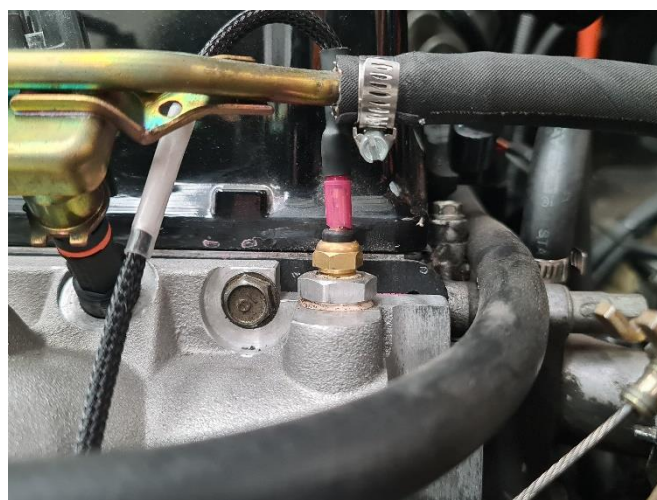
### **WITHOUT HONDATA K-PRO**

In the event where a Hondata K-PRO is not in use the fan switch must be wired up to control the cooling fan. To achieve this, you must reuse the fan switch from your B/D series engine or purchase a new one from Elusive Racing or your local Honda dealer. You are required to cut off the 2-pin connector from your B/D series harness. There are two wires on the Elusive Racing K-Swap conversion for this sensor the signal wire (solid green) and ground wire (black)

To wire up the fan, connect the signal (green) wire from the fan switch plug into the solid green wire found on the Elusive Racing K-Swap conversion harness. To complete the circuit run a new ground (black) wire somewhere to the chassis.

## COOLANT TEMP SENSOR FOR GAUGE CLUSTER

You need to reuse the sensor and plug from your B/D series engine or purchase a new one from Elusive Racing or your local Honda dealership. There is a yellow wire which needs to be run into the bay and connected to the coolant temperature sensor so the gauge cluster will operate correctly. This is a single wire connection using the yellow wire from the used B/D series plug to the yellow wire on the Elusive Racing K-Swap conversion harness.



## CHARGING LIGHT

To operate the charging light the blue wire on the Elusive Racing K-Swap conversion harness must be tapped into position B10 on your K-Series engine harness which will be a white/blue wire.

## CAR SPECIFIC CONNECTIONS

### INTRODUCTION

The following connections are vehicle specific. Please ensure you select the correct factory ecu pinout diagram that is suited to your vehicle and make the appropriate connections.

### CHECK ENGINE LIGHT (MIL)

Brown wire which needs to be connected to the original check engine light wire and will alert you if there are any engine error codes. See diagrams below to make the correct connections specific to the make and year of your vehicle.

### ELECTRONIC LOAD DETECTOR (ELD)

Red wire on the Elusive Racing K-Swap conversion harness will not be needed on all chassis. If the vehicle is equipped with an ELD sensor see diagrams below to make the correct connections specific to the make and year of your vehicle.

### FUEL PUMP RELAY

Teal wire which is located on the ecu side of the Elusive Racing conversion harness needs to be connected to the fuel pump replay wiring on your chassis. Please refer to diagrams below to make the correct connections specific to the make and model of your vehicle.

## 1992-1995 HONDA CIVIC EG AND 1994-1995 HONDA INTEGRA DC2

### FUEL PUMP RELAY

A7 and A8 (Green/Yellow)

Note: If you are using a JDM ecu simple ground these wires to operate the fuel pump

### CHECK ENGINE LIGHT (MIL)

A13 (Brown)

### ELECTRONIC LOAD DETECTOR (ELD)

D10 (Red)

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

STOCK ECU – CONNECTOR A

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

STOCK ECU – CONNECTOR D

## 1996 – 1999 INTEGRA DC2

### FUEL PUMP RELAY

A16 (Green/Blue)

Note: If you are using a JDM ecu simple ground these wires to operate the fuel pump

### CHECK ENGINE LIGHT (MIL)

A18 (Green/Orange)

### ELECTRONIC LOAD DETECTOR (ELD)

D16 (Green/Red)

## 1996 – 1999 INTEGRA DC2

### FUEL PUMP RELAY

A15 (green/yellow)

Note: If you are using a JDM ecu simple ground these wires to operate the fuel pump

### CHECK ENGINE LIGHT (MIL)

A18 (Green/Orange)

### ELECTRONIC LOAD DETECTOR (ELD)

A30 (Green/Red)