



ELUSIVE RACING KSWAP EK HARNESS

PART NO : ER-H-EK

APPLICATION: 1996 – 2000 EK CIVIC

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.

