

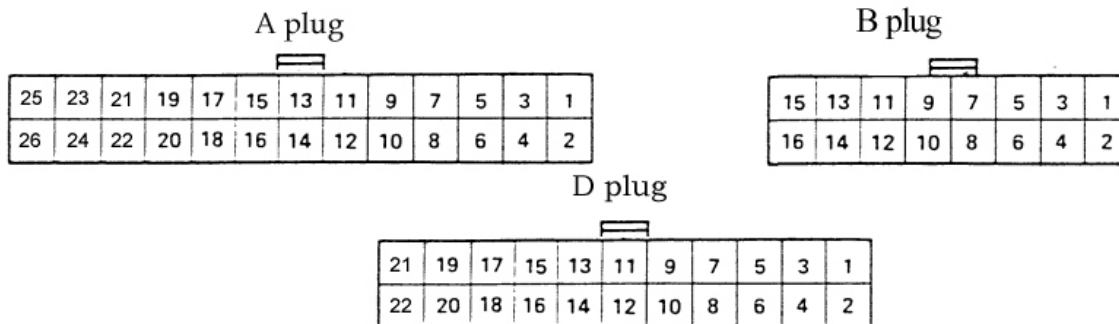
EGDX-VTEC

92-95 DX to VTEC Conversion Harness

Instructions for installation for conversion harness.

- 1) It is easiest to perform all these steps while the engine is out of the car. Take the Cabin side of the Hasport conversion harness and route it from the passenger side shock tower to the ECU paralleling the cars cabin harness on that side. Some tape may need to be cut away to slip the wires through the firewall boot seal. Hasport recommends when re-taping the loom use 3M 33+ tape so that the tape will not peel back and loosen over time.
- 2) Plug the ECU pins into these positions:
(To orient the plugs properly when using this diagram, hold the plug with the wires pointing away from you and the clip on top.)

Green/yellow (VTEC Solenoid) 18 gauge wire to A4
Blue/Red (Knock Sensor) 20 gauge wire to D3
Blue/black (VTEC Oil Pressure) 20 gauge wire to D6
- 4) After installing the DX harness on the B16 motor, take the engine side of the Hasport conversion harness and lie it on top of the stock harness while plugging it in to the B16 sensors not connected to the DX harness. Make sure the ground is attached to the same place on the thermostat housing that the stock harness is.



Special VX Instructions Only:

If your car is a VX you have a 5 wire O2 sensor and additional changes must be made in order for your car to run properly. The wiring information below is specific to the factory Honda 4 wire O2 sensor.

VX 5-Wire O2

Plug

Color

Yellow/Black
Orange/Blue
Green/White
Black
White/Blue
Add Yellow/Black

Existing
Existing
Existing
Existing
Existing

Add by connecting to any Yellow/Black in engine harness except the other O2 Yellow/Black

Connects to
Connects to
Connects to
Discard
Discard
Connects to

4-Wire O2 Plug/Sensor

Color

Black
White
Green
N/A
N/A
Black