



## ***88-91 EF Civic / CRX Conversion Harness***

**Part # KTH-88-91**

**Applications: 88-91 EF Civic / CRX**

- 1) Connect the GRN / BLK wire (ecu E plug) on the K-Tuned harness to A12 / A14 (one or both wires). This will control the fuel pump.
- 2) Connect the GRN / ORG (ecu E plug) wire on the K-Tuned harness to B6. This will operate the check engine light.
- 3) Connect the GRN / WHT (ecu E plug) wire on the K-Tuned harness to C10. This is for brake switch. (NOTE: This wire is optional and not necessary so it may not actually be on your harness.)
- 4) Connect the WHT / GRN (C101 plug) wire on the K-Tuned harness to B16. This is for the VSS signal.
- 5) Connect the YEL / BLK (C101 plug) wire on the K-Tuned harness to A13 / A15 (one or both wires). This is for the ecu power.
- 6) On the other end of the harness you'll find a YEL / GRN wire. This single wire goes into the engine bay to connect the coolant temp sensor for the gauge cluster. The coolant temp sensor can be removed from your old B or D series engine or you can purchase a new one directly from K-Tuned. The coolant temp plug will need to be cut from your old B or D series engine harness. We recommend that this sensor be placed in the upper rad hose housing.
- 7) Also on this end will be a SOLID GREEN wire for the fan switch signal. This wire also goes into the engine bay to connect the fan switch to your K-series ecu. The fan switch sensor can be removed from your old B or D series engine or you can purchase one new directly from K-Tuned. The fan switch plug will need to be cut from your old B or D series engine harness. The correct B/D fan switch plug will have a SOLID GREEN and SOLID BLACK wire on it. Connect the SOLID GREEN wire to the K-Tuned harness and ground the SOLID BLACK wire on the fan switch plug somewhere on your chassis.