

HASPORT PERFORMANCE

Installation Instructions For:
Part Number EGK1
1992-1995 Honda Civic, 1993-1997 Del Sol
& 1994-2001 Integra

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Hasport Performance mounts are the result of extensive research and engineering. All mounts are designed with up to date solid modeling software. Each mount is constructed of lightweight 6061-T6-billet aluminum and CNC machined in our state-of-art machining facility. Hasport Performance motor mounts control engine movement, transferring more power to the wheels. All mounts have a lifetime warranty against any defects.

Bill of Materials for Part Number EGK1

Quantity	Description
1	Left Billet Aluminum Mount
1	Left-Hand Steel Bracket
1	Right Billet Aluminum Mount
1	Right-Hand Steel Bracket
1	Rear Billet Aluminum Mount
1	Rear Steel Bracket
1	Left Mount Hardware
1	Right Mount Hardware
1	Rear Mount Hardware
1	Left Bracket Hardware
1	Right Bracket Hardware
1	Rear Bracket Hardware

Tools Required

Metric Socket set 8mm – 19mm

32mm Socket

3/8" Short, Medium & Long Extension

10mm Line Wrench

10mm, 12mm, 14mm, 17mm, 19mm & 22mm Open-end Wrenches

Die Grinder with Cut-off Wheel and/or Reciprocating Saw

Hammer

Pry-bar

Roll-Pin Punch Set

½" Drill

Drill

Spot Weld Drill Bit

Hose-Clamp Pliers

Sharpie Marker

Stud Extractor

Additional Recommended Items

Automotive Lift

Factory Service Manuals for your vehicle and 2002 RSX

(Available from www.helminc.com)

Patience

Please read all instructions before proceeding with the installation

These instructions pertain **ONLY** to the **ENGINE MOUNTING** of a K-Series Motor into a 1992-1995 Civic, 1994-1997 Civic Del Sol and 1994-2001 Integra chassis.

If you are installing a K24, you will need to purchase an additional engine bracket from Honda. This bracket is needed in-order for the right-mount to properly bolt up to the K24 motor. *Honda Part #: 11910-PPA-000*

A general list of parts needed for the K-Series swap in the chassis listed above is listed below.

Quantity	Description
1	Hasport EGK1 Bolt In Mount Kit (This Kit)
1	K20A Intermediate Shaft
1	Hasport EGKAX Axle Set
1	K20A or K24 Motor and *Compatible Transmission
1	Hasport EGWK Conversion Harness
1	K-Series ECU with Immobilizer removed
1	RSX Shifter Box & Cables (Hasport Shifter Box Under Construction)
1	Throttle Cable that matches your engine
1	Custom Header, Exhaust & Catalytic Converter (Header Available From Hasport July 2004)
1	K20 After-market Fuel Rail With Return Line Option & Regulator or External Fuel Pressure Regulator with return port and stock fuel rail
1	RSX Brake Booster Hose
1	2002 RSX Radiator Hoses

*Hasport's transmission side bracket works only with manual transmissions that come in the 2002 up Civic Si, 2002 up RSX or Integra, and Element.

Other parts will become available for this swap as they are developed. For more information on this swap and the parts associated with the swap please go to www.hasport.com

Removing The Engine: (Save all Bolts, You will Need Most of Them!)

1. Discharge R134A from AC system. (Have a professional evacuate your system.)
2. Place the car on a lift or on jack-stands. (Jack Optional)
3. Disconnect the negative and positive battery cables and remove the battery, with battery tray, and the 10mm bolts connecting the engine harness to the chassis. (10mm Socket)
4. Disconnect engine harness from the left and right side shock towers and underhood fuse box.
5. Disconnect positive battery cable from starter and underhood fuse box.
6. Drain the fluids: Oil, Transmission, Radiator & Clutch (17mm Wrench, 3/8" Ratchet 10mm Line Wrench)
7. Remove shift knob from shifter. (No Tools Required)
8. Remove the lug nuts & wheels (19mm Socket & Impact Wrench)
9. Remove the left and right shock forks. (17mm, 14mm Socket & 17mm Wrench)
10. Disconnect left & right lower ball joints (17mm Socket, Ball Joint Tool, Hammer)
11. Remove 32mm nuts on the ends of the CV-axles and remove them (32mm Socket, Impact Wrench, Pry Bar)
12. Remove shift linkage (Roll-pin Punch, Hammer, Extension, 12mm Socket & 12mm Wrench)
13. Remove a-pipe & catalytic converter (14mm socket, 12mm & 14mm Wrench)
14. Remove radiator with fan assembly. (10mm Socket & Hose-clamp pliers)
15. Remove heater hoses. (Hose Clamp Pliers)
16. Remove the clutch slave cylinder line connecting it to the master cylinder. (10mm Line Wrench, 12mm Socket)
17. Remove AC system: AC lines, compressor, condenser and fan. (10mm Socket)
18. To aid installing the new engine wiring harness and adapter remove the AC evaporator box from under the dash. (10mm socket, 12mm & 10mm Wrench)
19. Remove AC bracket and under-frame-rail mount (14mm Socket & Extension)
20. Remove transmission under-frame-rail mount and bracket. (14mm, 17mm Socket & Extension)
21. Disconnect fuel line & fuel return line from firewall. (22mm or 17mm Socket & Needle-Nose pliers)
22. Remove throttle cable. (12mm Wrench)
23. Remove brake booster hose from motor. (Needle -Nose Pliers)

24. Remove cruise control unit & cable (optional). (10mm Socket & 12mm Wrench)
25. Remove any additional connections that attach the motor to the chassis.
26. Secure the motor on a stand or engine hoist. (Roller Cart, Engine Hoist)
27. Remove the rear engine bracket. (17mm, 19mm Socket)
28. Remove left mount. (14mm & 17mm Socket)
29. Remove right mount. (14mm & 17mm Socket)
30. Remove motor from car and remaining rear engine mount. If you have a lift, raise the vehicle off the engine. If you have an Engine Hoist pull the motor out of the engine bay. (14mm Socket & Lift or Hoist)

Preparing The Engine Bay

1. If you are doing this swap into an Integra, remove the performance tie bar (brace) from the rear cross-member, as it will interfere with our rear mount.
 2. Bolt rear bracket to cross-member. The front uses the spacer and 10mm bolt supplied. The rear bolts utilize the stock hardware. Make sure to bolt to the support tab on the bracket to the steering rack, use the stock hardware. (14mm & 17mm Socket)
 3. The stock right-hand bracket on the frame rail will need to be removed to make room for the new bracket supplied by Hasport. This can be done in two ways. The bracket can simply be cut from the framerail using a reciprocating saw or die grinder and any remaining sheet metal that interferes with the new bracket can be removed by grinding it away with a die grinder. Another solution would be to drill out the spot welds holding bracket to the framerail and removing the bracket. (Reciprocating Saw, Die Grinder, Spot Weld Bit and Drill)
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4. Place the new bracket on the framerail so that the elongated $\frac{1}{2}$ " holes on the bottom of the bracket are centered over the lower transmission mount's boltholes, and the bracket is flush to the framerail. On top of the bracket there are two similar holes that are directly above the holes on the bottom of the bracket. Mark the center of these holes and then drill $\frac{1}{2}$ inch holes into the top of the right-hand framerail.
 5. Using the supplied 10mm X 150mm bolts drop them down through the holes in the bracket and thread them carefully through the nuts welded in the framerail. Thread the bolts down through the framerail and out the bottom of the bracket. Do not tighten the bolts more than about 10 ft/lbs of torque or you may break the nuts loose from the inside of the framerail. Now take the supplied nuts and tighten them on the bolts from the bottom and torque them to 33 ft/lbs of torque.
 6. Remove your lower radiator supports with a spot drill. Relocate these supports to either transfer your Civic or Del Sol radiator to the drivers' side or to mount the RSX radiator. Hasport is in the process of making a kit to simplify this process. Please check the web site to check for availability.
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Preparing The Motor

1. Connect the K-series engine harness and Hasport wiring conversion harness to all of the proper connections on the motor. Leave the ECU Plugs on top of valve cover at this time. (No Tools Needed)
2. Remove the studs on the transmission. (Stud extractor)



Installing The Motor

1. If you have an engine hoist, lower the engine and transmission assembly into engine bay. If you are performing the swap on a lift, place engine and transmission assembly onto the engine stand and lower the car onto the motor as depicted below. (Engine Hoist or Lift & Engine Stand)



2. Place the left-hand bracket on the top of the transmission and insert the 12mm X 35mm bolts and washers, supplied in the left-mount hardware bag. A thick washer will be used under one of the holes on the rear of the bracket as a spacer. Snug the 12mm bolts down to the transmission but do not fully tighten them until all three mounts are in place. (17mm Socket)
3. Install the new left-hand mount in the bracket on the framerail and put the stock mount bolt through to hold it in place. Do not tighten it yet.
4. Raise the motor or lower the car so the left mount's bolthole lines up with the left-bracket. Using the two 12mm X 70mm bolts, 12mm locknut & 2-12mm flat washers, supplied in the left-mount hardware bag, attach the mount to the bracket through the thicker part of the mount. Next use the third 12mm X 50mm bolt with washers to connect the mount to the bracket through the remaining hole. Snug the 12mm locknuts down to the 12mm through-bolts but do not tighten until the other mounts are in place. (19mm Socket, 19mm Wrench & Lift or Engine Hoist)
5. Place the right-mount in the bracket over the studs on the motor's right-hand engine bracket. Install the stock 12mm flange nut onto the tall stud and the supplied 12mm locknut and washer onto the short stud. Snug the 12mm locknut and flange nut down to the bracket but do not fully tighten until the other mounts are in place. (17mm & 19mm Socket)



6. Raise the motor or lower the car so the right mount's bolthole lines up with the right-bracket's through hole. Using the 12mm X 120mm bolt, 12mm locknut & 2-12mm flat washers, supplied in the right-mount hardware bag, attach the mount to the bracket. Snug the 12mm locknut down to the 12mm through-bolt but do not tighten until the other mounts are in place. (19mm Socket & 19mm Wrench)



7. Place the rear mount in the rear bracket. Using the 12mm X 120mm bolt, 12mm locknut & 2-12mm flat washers, supplied in the rear-mount hardware bag, attach the mount to the bracket; do not tighten the lock nut yet. Next put the 12mm X 80mm bolt through the top bolthole and finger tighten a 12mm locking nut to it. (No Tools Required)



8. At this point you no longer need to support the engine with a hoist or stand. (Engine Hoist or Lift)

9. In order to get the bottom rear mount bolt in lift the rear of the engine up while threading the 12mm X 80mm bolt and washer into the transmission. (17mm, 19mm Socket)



10. Torque all mount and bracket bolts according to specifications below. (14mm, 17mm, 19mm Socket & 17mm, 19mm Wrench)

Mount / Bracket	Torque Specification (lbf*ft)
Hasport Mounts to Brackets	47
Left Mount to Transmission	40
Left Mount to Frame Rail	47
Right Mount to Engine	43
Rear Mount to Transmission	47
Rear Bracket to Crossmember	10mm bolts 33 12mm bolt 43

11. Run engine harness through the firewall to the ECU and use the boot from the stock engine harness around the new harness to protect it where it passes through the firewall.

12. Install battery tray and battery. (10mm, 12mm Socket)



13. Install RSX shifter cables on the transmission. Route the shifter cables into the Civics' cabin by cutting a small hole in the floor in front of the old shifter location or low on the firewall. Check clearances with items like sway bars and catalytic converters to choose the best path. (Needle-Nose Pliers & Die Grinder with Cutoff Wheel)



14. Install the left and right Hasport EGKAX axles, put the suspension back together and the wheels on the car. (14mm, 17mm, 19mm, 32mm Socket & 17mm Wrench)

15. Congratulations! Hopefully, you have just successfully completed the K-series engine installation into your EG Civic or DC2 Integra. Additional information & tips pertaining to installing the accessory systems for the K-Series swap in an EG Civic can be obtained online at www.hasport.com