HASPORT PERFORMANCE

Installation Instructions For:
Part Number EKK1
1996-2000 Honda Civic

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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 EKK1

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 Hardware
1	Right Hardware
1	Rear 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 or Sawzall
Hammer
Pry-bar
Roll-Pin Punch Set
Spot Drill
Drill
Needle-Nose Pliers
Hose-Clamp Pliers
Sharpie Marker
Stud Extractor

Additional Recommended Items

Automotive Lift
Factory Service Manuals for 1996-2000 Civic and 2002 RSX
(Available from www.helminc.com or Honda/Acura Dealers)

Patience

Please read all instructions before proceeding with the installation

These instructions pertain **ONLY** to the **ENGINE MOUNTING** of a K-Series Motor into an EK civic 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 1996-00 Civic is listed below

Quantity	Description
1	Hasport EKK1 Bolt In Mount Kit (This Kit)
1	K20A Intermediate Shaft
1	Hasport EKKAX Axle Set
1	K20A or K24 Motor and Transmission
1	Hasport EKKWH Conversion Harness (Available From Hasport May 2004)
1	K-Series ECU with Immobilizer removed
1	RSX Shifter Box & Cables (Hasport Shifter Box Under Construction)
1	RSX Throttle Cable or Hasport EKKTC Throttle Cable
1	Custom Header, Exhaust & Catalytic Converter
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 Civic Si Radiator Hoses (RSX or Si Radiator Applications)

For more information on this swap and the parts associated with the swap please go to www.hasport.com

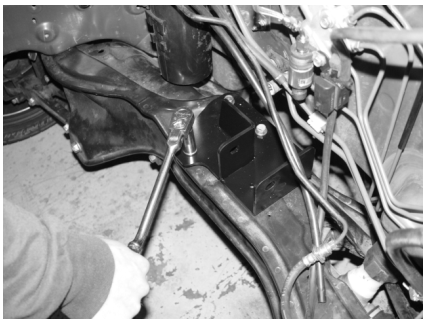
Removing The Engine: (Save all Bolts, You will Need Most of Them!)

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 ECU from engine harness and pull ECU connectors through the firewall, clearing the harness from the chassis. (10mm Wrench)
5. Disconnect engine harness from drivers side shock-tower. (No Tools Needed)
6. Disconnect positive battery cable from starter and remove alternator cables from underhood fuse box.

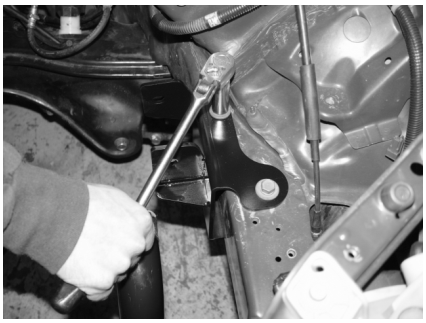
7. Drain the fluids: Oil, Transmission, Radiator & Clutch (17mm Wrench, 3/8" Ratchet 10mm Line Wrench)
8. Remove shift knob from shifter. (No Tools Required)
9. Remove the lug nuts & wheels (19mm Socket & Impact Wrench)
10. Remove the left and right shock forks. (17mm, 14mm Socket & 17mm Wrench)
11. Disconnect left & right lower ball joints (17mm Socket, Ball Joint Tool, Hammer)
12. Remove CV-axles (32mm Socket, Impact Wrench & Pry-bar)
13. Remove shift linkage (Roll-pin Punch, Hammer, Extension, 12mm Socket & 12mm Wrench)
14. Remove a-pipe & catalytic converter (14mm socket, 12mm & 14mm Wrench)
15. Remove radiator with fan assembly. (10mm Socket & Hose-clamp pliers)
16. Remove heater hoses. (Hose Clamp Pliers)
17. Remove the clutch slave cylinder line connecting it to the master cylinder. (10mm Line Wrench, 12mm Socket)
18. Remove AC system: AC lines, compressor, condenser and fan. (10mm Socket)
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. Remove fuel line & fuel return line. (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

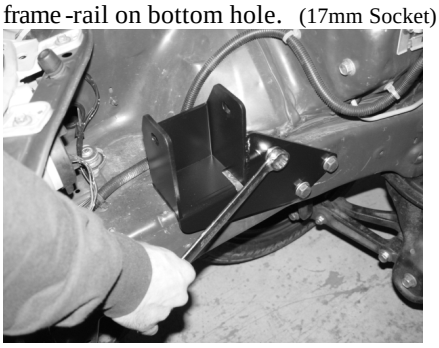
1. Bolt rear bracket to cross-member. The front uses the spacer and 10mm bolt supplied. The rear bolts utilize the stock hardware. (14mm & 17mm Socket)



2. Bolt the left bracket to the drivers' side frame-rail, using existing mount hardware. (14mm Socket)



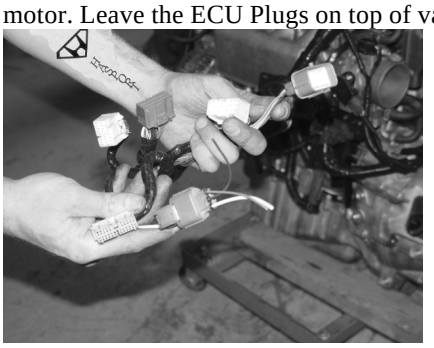
3. Bolt the right bracket to the passenger side frame-rail. Use the thick washer between the bracket and the frame-rail on the top hole and thin washer between the bracket and the frame-rail on bottom hole. (17mm Socket)



4. Remove your lower radiator supports with a spot drill. Relocate these supports to either transfer your 1996-00 Civic radiator to the drivers' side or to mount the RSX radiator.

Preparing The Motor

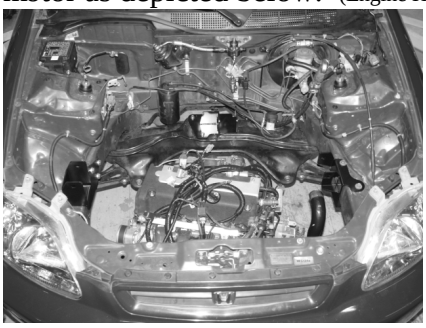
1. Connect the Hasport wiring conversion harness to all of the proper connections on the motor. Leave the ECU Plugs on top of valve cover at this time. (No Tools Needed)



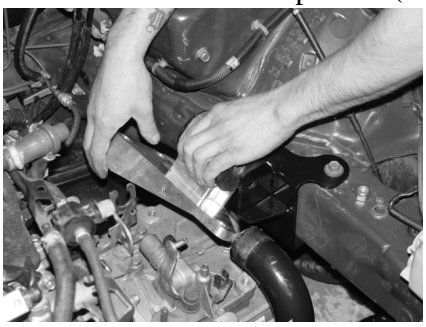
2. Remove the studs on the transmission. (Stud extractor)

Installing The Motor

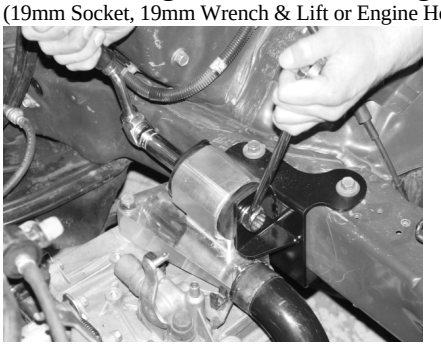
1. If you have an engine hoist, lower the engine and transmission assembly into engine bay. If you are performing the swap on a lift, place engine and transmission assembly onto the engine stand and lower the car onto the motor as depicted below. (Engine Hoist or Lift & Engine Stand)



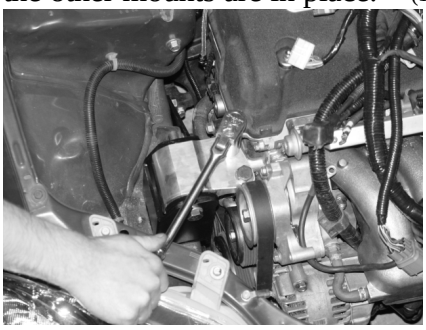
2. Place the left-mount on the top of the transmission and insert the 12mm bolts and washers, supplied in the left-mount hardware bag. Snug the 12mm bolts down to the transmission but do not fully tighten them until all three mounts are in place. (17mm Socket)



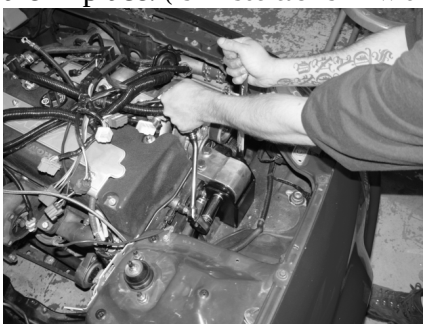
3. Raise the motor or lower the car so the left mount's bolthole lines up with the left-bracket's through hole. Using the 12mm X 120mm bolt, 12mm locknut & 2-12mm flat washers, supplied in the left-mount hardware bag, attach the mount to the bracket. Snug the 12mm locknut down to the 12mm through-bolt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



4. Place the right-mount 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)



5. 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)



6. 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. (No Tools Required)

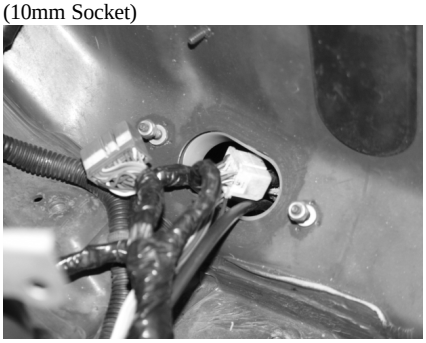
7. If using an engine hoist, remove engine hoist from motor at this point. If using a lift, raise car into the air so you can easily get access to the rear mount's boltholes that attach the mount to the motor. (Engine Hoist or Lift)

8. Attach the rear mount to the transmission using a combination of the rear hardware provided and old stock bracket hardware. (17mm, 19mm Socket)

9. 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 Bracket to Frame Rail	33
Right Mount to Engine Bracket	40
Right Bracket to Frame Rail	43
Rear Mount to Transmission	47

10. Run engine harness through the firewall to the ECU and use the boot from the stock EK engine harness to attach the harness to the firewall.
(10mm Socket)



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

12. 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. (Needle-Nose Pliers & Die Grinder with Cutoff Wheel)

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

14. Congratulations! Hopefully, you have just successfully completed the K-series engine installation into your 1996-2000 Honda Civic. Additional information & tips pertaining to installing the accessory systems for the K-Series swap in an EK Civic can be obtained online at www.hasport.com.