

## OBD0 TO OBD1 INSTRUCTIONS

**Please be careful with this harness.** There are 10 wires that need to be connected for proper usage.

If there are certain sensors that your engine/ECU does not require, just tape off that numbered wire and leave it unhooked. You will need to have a STOCK wire harness where it plugs into the ECU. No VTEC wire, No Secondary O2 wire...STOCK. You will connect all these wires later. So after you have a stock harness, plug the ECU Jumper into the stock ECU harness plugs and Lets go:

### Parts List:

OBD0 - OBD1 conversion harness  
 OBD1 Injectors (Optional: you can use OBD0 injectors with the stock Injector Resistor Box)  
 OBD1 Distributor  
 OBD1 ECU  
 OBD1 Injector clips (Optional)  
 Extra Wire  
 Soldering Supplies

1. Connect the BROWN wire to one of the black wires on the 4-wire O2 sensor. (O2 Heater Control)
2. Connect the PURPLE wire to the green wire on the 4-wire O2 sensor. (O2 Ground)
3. Connect the YELLOW wire to one of the black wires on the 4-wire O2 sensor. (O2 12V Switch)
4. Connect the GREY wire to the white wire on the 4-wire O2 sensor. (O2 Signal)

Because of the number of different O2 wire colors, these may vary, and you may need to try moving these. The colors listed above should match the OBD1 civic and OBD1 Integra O2 sensors.

5. Connect the BLACK wire to the VTEC solenoid.  
This solenoid is a little canister in front of the distributor. It is a gray, 1 wire square shaped plug.
6. Connect the GREEN wire to the VTEC Pressure switch.  
It is located below the VTEC solenoid. Connect the GREEN wire on the conversion harness to the BLUE wire on the pressure switch. The other wire needs to be connected to a good ground source. This plug is green and round with two pins.
7. Connect the WHITE wire to the one wire knock sensor located on the back of the block. It is a one-pin plug above the oil filter.
8. Connect the BLUE wire to one side of a toggle switch.  
Refer to Step 9 to complete the check engine light SCS connector.
9. Connect the ORANGE wire to other side of the toggle switch to the BLUE wire from Step 8.  
You're probably familiar with the LED on the OBD0 ECU. The OBD1 ECU utilizes the "check engine light" on the dash to flash codes. Connecting the ORANGE AND BLUE wires will allow you to check the codes through the check engine light with the ease of flipping a toggle switch.  
**If you do not use a toggle switch, these two wires need to be covered to keep from grounding out.**
10. If you're using a GSR or H22 Intake manifold and ECU (P72, P13), you may choose to use the IAB secondaries. If so, you will need to connect the RED wire to the IAB (Pink/Blue) wire off of the GSR/H22 manifold. The Black/Yel from the IABs wire needs to go to a 12V power source.

### Optional if using the OBD1 injector clips and OBD1 injectors

If you decide to run OBD1 or OBD2 injectors, you must remove the Injector Resistor box that limits the injector voltage to 5.5v+.

OBD1 & OBD2 Injectors require 12v+. You'll see a rectangular a green plug as shown in **Figure 1 & 2**.

- Depin the plug with a precision screw driver as shown in **Figure 1**, it will release from the back and you can pull it out, as shown in **Figure 2**.
- You will now pin these into an 8-pin Gray plug as shown in **Figures 3, 4 & 5**. When you insert them correctly, they will gently click into place.
- Remove the white insert with needle-nose pliers as shown in **Figure 3**.
- Gently insert the 5 wires into any position on the 8-pin plug, doesn't matter which. Do not force the pins in. **See Figure 4**.
- Once this is done, cap the plug with the cap as shown in **Figure 5**.

Your injector wires will now have 12v+.

Figure 1.

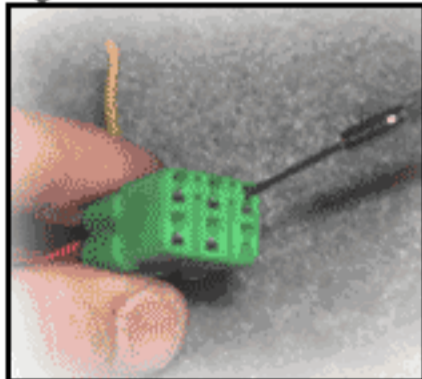


Figure 2.

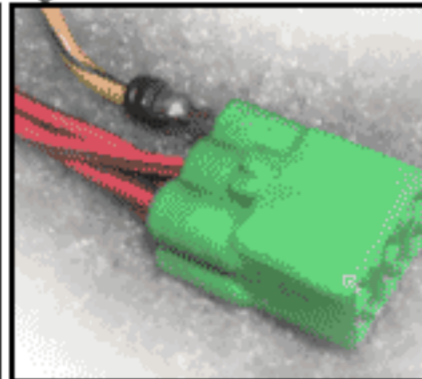


Figure 3.

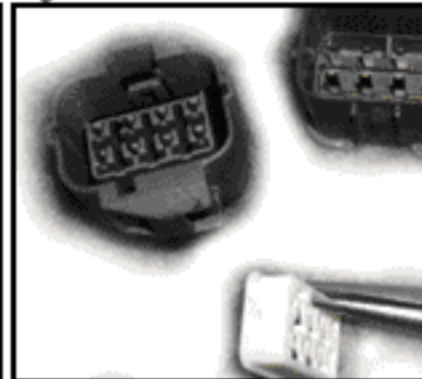


Figure 4.



Figure 5.

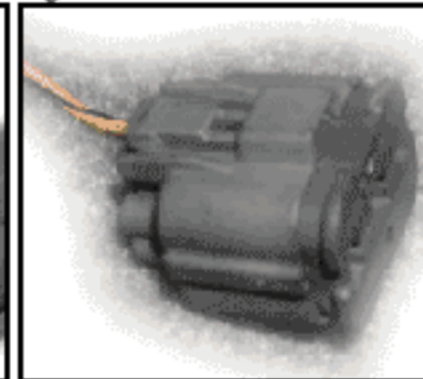
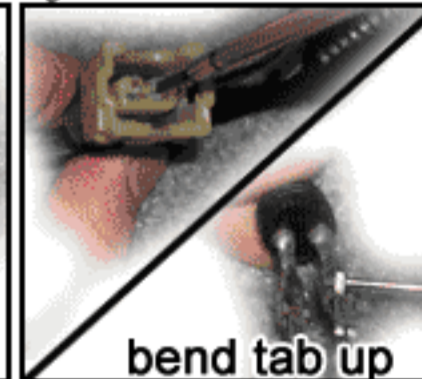


Figure 6.



### OBD1 and OBD2 Fan Switch Wiring:

1992 and later engines have the fan switch on the thermostat housing rather than the back of the block. You'll see a 2-pin round brown plug on the thermostat housing. You'll need to cut and extend the fan switch wires from the back of the block. Position does not matter.

### OBD1 & OBD2 MAP Sensor and Purge Control Solenoid:

Some OBD1 & OBD2 engines have the MAP sensor, and Purge Control Solenoid on the intake manifold rather than the firewall. Both types of sensor function exactly the same. It is up to you to decide what sensor you want to use, the sensors on the firewall, or the engine.

If you choose to extend the Firewall Mounted MAP sensor wiring to the Intake Manifold, you will do so by **extending** those wires, no wire positions change on either sensor.

### Double check all connectors and start it up.

You will need to run an OBD1 or OBD2 Distributor with an OBD1 ECU - Rywire sells an OBD0 to OBD1 Distributor Adapter to assist in this task.

If you want to re-pin the distributor plugs yourself, you may do so by following these directions:

Match color to color on the OBD0 and OBD1 plugs. There should be 2 white wires that are on the OBD0 distributor plug and only one on the OBD1/2 plug and an extra yellow/green. The larger of the two white wires on the OBD0 side needs to go to the yellow/green wire on the OBD1 side. Therefore, the smaller white wire on the OBD0 side needs to go to the white wire on the OBD1 side. It is possible to RE-PIN OBD0 pins into the OBD1 Plugs, however most find it easier to cut and solder onto the new OBD1 plugs.

*Please note that non factory Honda distributors sometimes are colored wrong, please contact us for help if this issue arises.*