

Installation Instructions

for the bolt in mount kit for B-series engines with hydraulic operated clutch into 88-91 Civic and CR-X.

Part No. EFB2

Thank you for purchasing the Hasport EFB2 bolt in mount kit. This kit is designed to bolt in the 1st generation B-series engines into the 88-91 Civic or CRX. Make sure your B-series engine has the left-hand engine bracket from the 90-93 Acura Integra or first generation B-16A. If you need one it can be ordered from Hasport part no. EFLB or Acura part no. 11910-PR3-010.

Warning: The EFB2 mount kit was designed for maximum ground clearance. The B18C, LSVTEC or CRVTEC engine combinations may touch the stock hood. It may be necessary to remove some of the hoods understructure to have adequate clearance.

For more information concerning these engines, such as axle information, wiring information and replacement part information, please visit our web site at www.hasport.com and go to the Swap Tech page under Tech Information. Before you begin, make sure you have the proper rear engine/transmission bracket for your engine's installation. If your 1st generation B16A, B17A and B18A engine did not come with a rear bracket, or you have a B18C, B18B and B20B/Z engine, you will need to purchase one from Acura part no. 50827-SK7-020. It is the rear engine bracket for a 90-93 Acura Integra. **NOTE:** The two holes on the rear bracket for the two lower bolts at the transmission will need to be enlarged to accept the 14mm x 1.25 bolts that go with that transmission. The bracket is available already modified, from Hasport for \$75. Ask for part number EFRBHY.

This kit includes the following parts:

Drivers side mount



Left Hand (Drivers Side)
Mount Hardware

Quantity	Description
3	12 mm Washer
2	12 mm X 1.25 Locknut
1	12 mm X 1.25 X 50mm Bolt

Rear Mount



Rear
Mount Hardware

Quantity	Description
2	10 mm X 1.25 X 35mm Flange Bolt

Transmission Mount



Right Hand (Transmission)
Mount Hardware

Quantity	Description
3	12 mm Washer
1	12 mm X 1.25 X 50mm Bolt
1	12 mm X 1.25 X 35mm Bolt
1	12mm x 1.25 Nylock Nut

Clutch cable holder



Cable Holder Hardware

Quantity	Description
2	8 x 1.25 x 25 flange bolt

Release lever and bracket



Lever and Bracket Hardware

Quantity	Description
2	12 mm Washer
2	12 mm X 1.25 X 35mm Bolt

Release rod



Rod Hardware

Quantity	Description
1	8mm Wave Washer
1	8mm X 1.25 X 20 Socket
1	8 mm X 1.25 X 25mm Socket

Engine bay preparation:

The B-series engine and transmission are a great deal larger than the D-series engine and transmission, therefore a few things need to be done to the engine bay for clearance purposes.

1.e.b. Test fit the rear mount on the rear engine cross-member. The rear mount uses THE TWO BOLT HOLES NEAREST THE DRIVERS SIDE OF THE CAR. Note the area directly in front of the mount, as shown in the picture to the right. This area of the rear cross-member will need to be bent down to clear the rear engine bracket. Test fit the bracket on the mount after bending the cross-member to make sure enough was bent down.



2.e.b. A dent must be made directly below the opening on the driver's shock tower for alternator clearance. The area to be dented is outlined by the photographer's fingers in the picture to the right. The dent needs to be approximately 3/8" to 1/2" deep. Make sure you double-check the alternator clearance after bolting the engine in the car.



Hydraulic conversion installation:

Do these first steps before the engine is installed into the engine bay.

1.h.c. Bolt the release arm lever and bracket to the front of the transmission using the top two of three 12mm boltholes on the front of the transmission. Use the provided 12mm x1.25 x 35mm bolts. Torque the bolts to 45 ft/lbs.



2.h.c. Install the cable bracket as shown using the two 8mm x 1.25mm x 25mm bolts as shown in the picture. Torque the bolts to 19 ft/lbs. NOTE: The tapped 6mm hole between the two larger bolt holes is for the ground strap.



Mount kit and engine installation:

It is best if the radiator is removed from the car before installing the new engine so that it will not be damaged. It will also allow for more space to maneuver the engine into place.

1.m.k. The rear mount should be bolted into position after the rear cross-member has been altered for clearance. Do not attach the rear bracket to the rear mount at this time. The rear bracket should be installed later, as the engine is lowered or raised into position. It is best to have help when doing this if you are installing the engine in from the top. You will need a box end wrench to tighten the rear bolt.



2.m.k. If you are installing the engine from the bottom, you can go ahead and install the right-hand mount on the transmission. If you are installing the engine from the top, you will need to drop the engine down below it's mounting position and then install the mount. Then raise the engine back into place while installing the rear bracket. Do not completely tighten the bolts on the rear bracket yet. Notice the right-hand mount has slotted holes where the mount bolts to the transmission. If the through bolt on the top of the mount does not line up perfectly the frame rail bracket you can use these slotted holes to shift the mount to the right or left to compensate. This may or may not be necessary with your car. It depends on your vehicles past history and manufacturers tolerances.



3.m.k. Next install the left-hand engine mount, as shown in the two pictures below, but do not completely tighten the bolts. Use the supplied 12mm x 50mm bolt and lock nut on the front bolthole and the other lock nut on the stud. Make sure you also use the 12mm washers under the lock nuts.



4.m.k. Now install the top bolts on the rear engine bracket where it meets the engine and the rear mount as shown in the picture to the right. Now go back and tighten the mount bolts on the right and left mounts. Finally install the two bolts on the bottom of the rear bracket where it meets the transmission and tighten all the bracket bolts. After 50 miles of driving, check and re-torque all the mount bolts to factory specifications.



Clutch Cable Installation:

1.c.c. Make sure the clutch cable adjustment nut is adjusted all the way to the top first, and then slide the clutch cable through the holder. Now raise the release lever up and slide the clutch cable into the slotted end. Then seat the clutch cable stop into the opening of the lever.



2.c.c. Slide the release rod over the end of the release arm on the transmission as shown and tighten the bolt until the wave-lock washer flattens completely.



3.c.c. Bolt the rod end of the release rod to the release lever and torque to 19 ft/lbs.



4.c.c. Adjust the clutch cable adjusting nut as you would normally would for your car. After test-driving the car, some additional adjusting may need to be done to get the clutch's release point in the ideal position.



Hasport Products that may be helpful with your installation:

EFRB - Rear Bracket, FBLINK - Custom Shift Linkage, EFBAXCMP - Custom Axles for the S1/J1/YS1 SK7 Intermediate Shaft., EFBAXCMP-Y1 - Custom Axles for the Y1 SH3 Intermediate Shaft, EFBAXCMP-HY - Custom Axles for the GSR Intermediate Shaft, EFDX-VTEC - Custom Wiring Conversion, EFSi-OBd1 - Custom Wiring Conversion for use with OBd1 Electronics. (We recommend the www.ecuadapters.com adapter), EFSi-VTEC - VTEC Wiring Subharness for the HF/Si, EFAC - Custom Air Conditioning Bracket