

Installation instructions for the bolt in mount kit for B-series engines into 88-91 Civic and CR-X. Part No. EFB1

Thank you for purchasing the Hasport EFB1 bolt in mount kit. This kit is designed to bolt in the 1st generation B16A, B17A and B18A engines into the 88-91 Civic or CRX. It can also be used to bolt in the B18C, B18B and B20B/Z engines with the addition of a different left-hand engine bracket (90-93 Acura Integra) Acura part no. 11910-PR3-010 and one of the 89-93 B-series cable transmissions.

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.

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 50 Bolt

Rear Mount



Rear
Mount Hardware

Quantity	Description
2	10 mm X 1.25 X 35 Flange Bolt

Transmission Mount



Right Hand (Transmission)
Mount Hardware

Quantity	Description
3	12 mm Washer
2	12 mm X 1.25 X 60 Bolt
1	12 mm X 1.25 X 35 Bolt

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.

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.



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 photographers 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.



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.

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.

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.

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 bolt hole and the other lock nut on the stud. Make sure you also use the 12mm washers under the lock nuts.

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.

Hasport Products that may be helpful with your installation:

- EFRB - Rear Bracket
- EFBLINK - Custom Shift Linkage
- EFBAXCMP – Custom Axles for the S1/J1/YS1 SK7 Intermediate Shaft.
- EFBAXCMP-Y1 – Custom Axles for the Y1 SH3 Intermediate Shaft.
- EFDX-VTEC – Custom Wiring Conversion
- EFSi-VTEC – VTEC Wiring Subharness for the HF/Si
- EFAC – Custom Air Conditioning Bracket

