



# Installation Instructions Supercharger System

96-98 Civic Ex Supercharger Instructions D16Y8  
96-97 Del Sol SI SOHC D16A6

Part # 989-200

C.A.R.B. E.O. D-344-8

440 Rutherford St. P.O. Box 847 Goleta, CA 93116  
1-888-888-4079 • FAX 805-692-2523 • [www.jacksonracing.com](http://www.jacksonracing.com)

Before starting, be sure the vehicle has 92 or better octane fuel in it. If you are located in high altitude areas you can run 90-octane. But, do not try and run the vehicle at full throttle with a supercharger unless the fuel tank is filled with good fuel. Failure to heed this warning can result in severe engine damage.

**SPECIAL NOTE:** Because there are so many different makes, models, and countries that we sell kits to, we are unable to supply a new intake gasket or throttle body gasket with your kit. Most of the time the gaskets can be reused, but, for safety reasons, we recommend buying new ones from your local Honda dealer before starting the installation. If you do not have a shop manual, buy one now! It is good to have one for any repairs now and in the future.

**TOOLS NEEDED:** 8, 10, 12, 14, 17, and 22-mm sockets and wrenches and an 11-mm (7/16") socket or wrench, 8-mm Allen wrench, Phillips and straight blade screwdrivers, vice grip pliers, and a timing light. You will also need an impact wrench to remove the crankshaft pulley. You will need

a drill and a 5/8 drill or UNI-Bit, or rat tail file to create a 5/8" hole in the plastic air box for the air temperature sensor. You will also need a 21/64 drill for the vent fitting in the air box for the valve cover vent hose. Most of these tools are available at your local hardware or auto parts store.

Jackson Racing Supercharger Systems are designed to be installed by anyone with good mechanical sense and the proper tools. Use your best discretion! The supercharger DOES NOT require a break-in or warm up period. However, to prolong engine life, it is recommended that the engine be properly warmed up before using maximum boost.

**WARNING:** Once the installation is complete, CHECK AND RECHECK ALL fuel system connections for possible leaks before operating the vehicle. 92 octane gasoline (or higher) is required when running a supercharger!

**READ THESE INSTRUCTIONS THOROUGHLY!** Follow the instructions STEP-BY-STEP, and your installation will be trouble

# Supercharger Installation Instructions

---

free. If in doubt, **CALL 1-888-888-4079**. We suggest that as you proceed through the installation you should read a few steps ahead in the instructions, so you are certain to catch all notes and warnings.

During this installation process, you will reuse some parts or hardware and not reinstall others. It is recommended that you make space for those that you will reuse and a separate space for those you will not reinstall. In addition, you should save the parts that will not get reused in case you ever have reason to remove the supercharger.

Enclosed are a set of labels that we suggest you use to label the electrical connectors and components that you will be unplugging.

If the vehicle has over 15,000 miles on the fuel filter, a new fuel filter will be required. A new fuel filter should be available at your local Honda dealer. Always use genuine Honda parts whenever possible. This is also a good time to change your oil and filter. It is a good idea to start draining the oil, oil filter, and coolant first thing. This will allow for all fluids to stop dripping before you start working under the car.

## INSTALLATION INSTRUCTIONS

1. VERY IMPORTANT! Remove the negative battery cable. If you have a coded alarm on your radio, retrieve the code before removing the negative cable.
2. Put your car on jackstands. **NEVER WORK UNDER A CAR NOT SUPPORTED BY JACKSTANDS OR RAMPS.**

3. Drain the cooling system, as you will be replacing some hoses and the intake manifold.

Note: When draining the coolant, carefully blow compressed air, if available through the top of the radiator while holding a shop towel over the top of the radiator and air blowing device. This will purge the majority of coolant from the block and will keep you from getting dripped on while working under the car.

4. Find the hose that connects the air box to the throttle body. Remove the air temperature sensor from this hose. Be very careful with this sensor, as it can be easily damaged. Remove the large diameter rubber hose between the air box and the throttle body. Remove the clamp that holds the double metal pipe assembly to the large diameter intake hose.

5. Remove the air box assembly from the car. You will be drilling or filing three 5/8" holes to install the rubber grommet for the new T/A (air temperature) sensor, the valve cover vent hose and the idle control valve mounted near the thermostat housing. On the side of the air box that faces the distributor, mark a spot 1 1/8" down from the top of the box and 1 1/8" from the side. Drill a 5/8" hole at this junction and install one of the grommets and the 3/8" x 90° fitting into the newly drilled hole. This will be connected to the vent fitting on the valve cover via a 3/8" x 16" hose. Measure one inch farther down and drill another 5/8" hole and install another grommet and the 5/16" x 90° fitting. This fitting will be connected to the idle control valve via the new 5/16" x 18" hose provided. Drill a 5/8" hole 2 1/4" back from the

# Supercharger Installation Instructions

round opening that the rubber air tube was connected to. This will be the new location for the T/A sensor. The hole will be drilled to have the T/A sensor pointed directly at the passenger side shock where it is bolted to the shock tower. In this way, the air temperature sensor (T/A) will be reading the proper air temperature as it leaves the air box.

Install the final rubber grommet into the 5/8" hole now. Clean out any excess plastic left from the drilling.

6. Remove the other end of the double metal pipe assemble by disconnecting it from the top of the valve cover. The other two lines connected to the assembly are water hoses.

Leave these attached until a later step.

7. Remove the small bracket on the driver's fenderwell that secures the main wiring harness. Illustration 1

8. Remove the large plugs and wiring harness from the area near the base of the

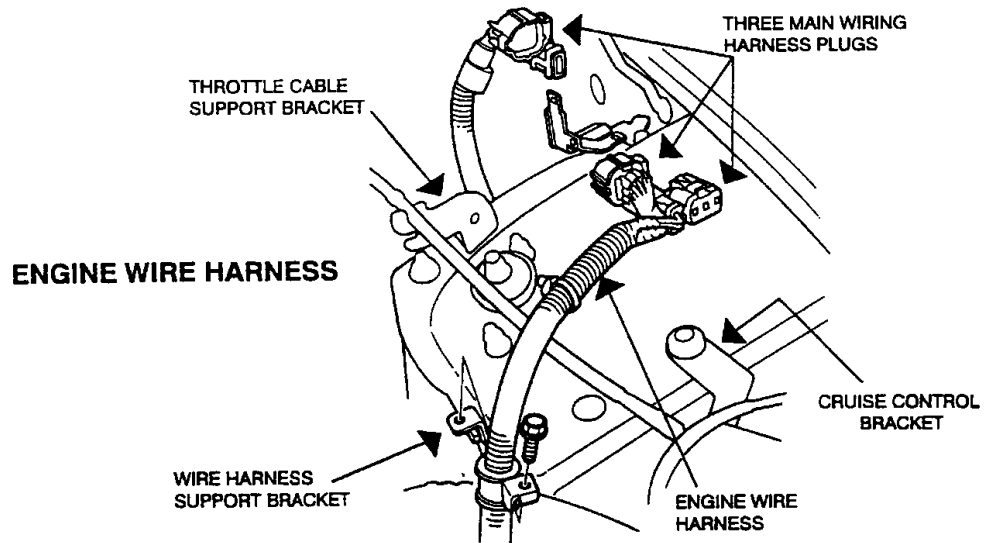


Illustration 1

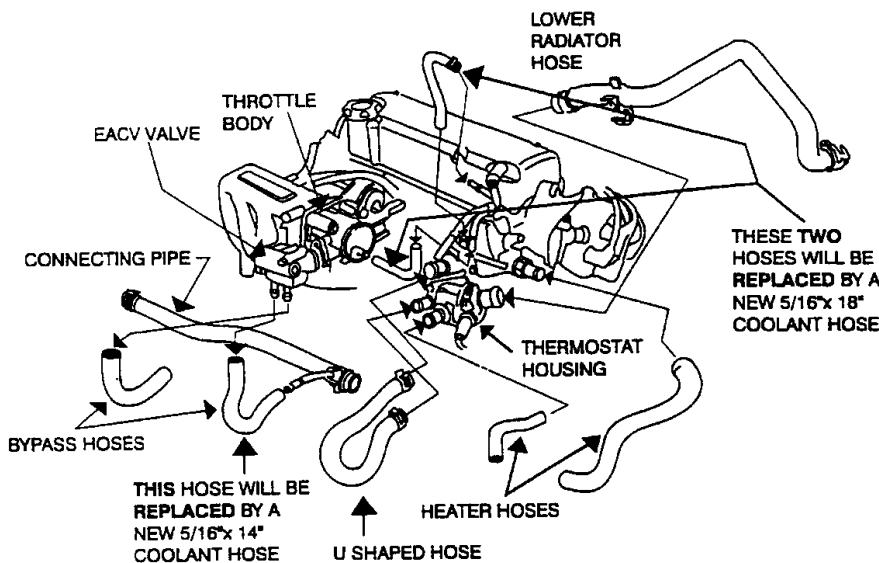


Illustration 2

windshield on the driver's side. Illustration 1

9. For power steering equipped cars, you can work around the power steering hose if you wish, but we recommend removing the high pressure hose from the pump and setting it out of harms way. To do this, clamp the supply line from the power steering reservoir to the pump. To

## Supercharger Installation Instructions

---

clamp the supply line, gently squeeze it closed with a pair of vice grip type pliers or a clamp. Remove the two 10-mm headed bolts that connect the power steering hose to the pump. You will need to wrap a protective cloth around the end of the power steering hose when you remove it from the pump. Once disconnected, lay the hose out of the way near the driver's side hood pivot.

10. Disconnect the throttle cable by loosening the 12-mm headed nuts holding it to the throttle cable bracket. Pull the throttle cable out of the bracket and remove it from the throttle body. Pull the throttle cable aside and lay it near the power steering hose out of the way. Remove the two 10-mm headed bolts that hold the throttle cable bracket to the intake manifold. You will be reusing these bolts to hold the throttle cable bracket to the new Jackson Racing intake tube (gooseneck). If your car is equipped with an automatic transmission, remove the down-shift linkage from the throttle body and lay it out of harms way.

11. Disconnect the power brake hose from the back of the intake manifold.

12. Unplug the air temperature T/A sensor plug from the T/A sensor and set the sensor out of harms way. The wire colors are red with a yellow stripe and green with a white or blue stripe (depending on year, model, and country). Apply a label to this wiring harness.

13. Remove the plastic cover from the center of the fuel injection rail by pushing the plastic tabs in and lifting up. Open up the cover by prying the plastic retainer clips out and opening up the cover like a clamshell.

This cover will not be reused. Under this plastic cover is the Purge Cut Solenoid Valve that is mounted to the top of the fuel rail. The Purge Cut Solenoid Valve can be identified by the wire colors black with a yellow stripe and red with a yellow stripe. You will be connecting a new black/yellow wire from the Jackson Racing Fuel Enrichment Relay to this original black/yellow wire during the final installation procedures. This black/yellow wire will be used as a 12-volt switched power source for the Jackson Racing Fuel Enrichment Relay. Unplug the Purge Valve and unbolt it. Apply a label to this wiring harness. Lay the Purge Valve with its longest hose still connected, out of harms way near the passenger shock tower for later connection.

14. You will be remounting the Purge Valve to a parrallelogram bracket in the final steps. Notice it has one hose that connects to the "charcoal canister," near the passenger footwell, and one that connects to the manifold vacuum. You will be replacing the shorter of the two hoses in the installation process by using a 3/8" vacuum "T" and sharing manifold vacuum with the PCV valve. This manifold vacuum will come from a "cast-in" vacuum fitting on the side of the intake casting (gooseneck).

15. Disconnect the four fuel injector plugs from the fuel injector and pull the harness out of the way.

16. Unplug the Manifold Absolute Pressure (MAP) sensor harness from the MAP sensor mounted directly on top of the throttle body. The wire colors are yellow with a red stripe, red with a green stripe and green with a white stripe. Apply a label to this wiring har-

## Supercharger Installation Instructions

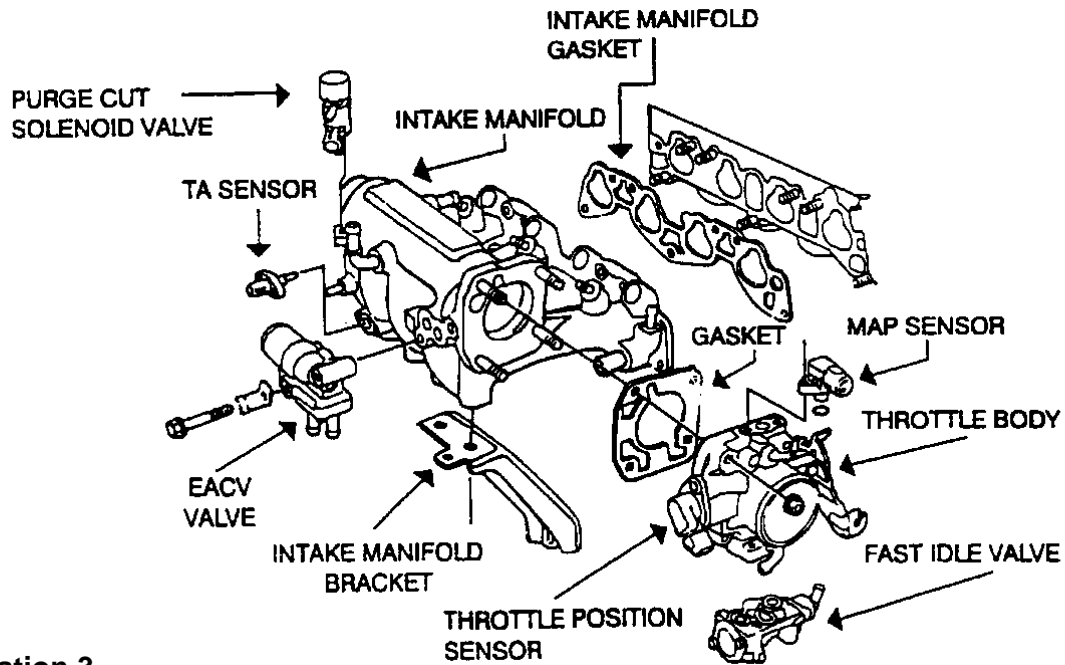


Illustration 3

ness. Illustration 3

17. Unplug the Throttle Position Sensor (TPS) from the throttle body. The wire colors are yellow with a blue stripe, red with a black stripe, and green with a black stripe. This plug and the MAP sensor plug can be mistakenly interchanged. Always double check your wire colors. Apply a label to this wiring harness. Illustration 3

### **WARNING! Do not smoke during these procedures!**

18. Remove the gas cap and retighten to relieve any residual pressure before proceeding.

19. From the driver's side of the manifold, remove the fuel return line from the factory fuel pressure regulator located on the fuel rail.

20. Remove the fuel line from its stabilizer bracket on the lower part of the intake manifold.

21. Remove the vacuum line from the fuel pressure regulator. It will be replaced later.

22. Remove the factory fuel pressure regulator from the fuel rail.

23. CAREFULLY, disconnect the high-pressure fuel supply hose from the passenger side of the fuel rail. This hose may still be under high pressure. After removing the nut, be careful not to lose the two aluminum washers. Remember the order in which you remove them. Make sure that they go back on the fuel rail in the same location.

24. Remove the fuel rail from the intake

## Supercharger Installation Instructions

---

manifold by removing the two 10-mm headed nuts. Then remove the four fuel injector from the rail. Be careful not to let any debris fall into the fuel injector holes.

25. Remove the one inch coolant hose on the passenger side of the intake manifold near the cylinder head's #4 intake port.

26. Remove the small coolant hose that connects from the cylinder head to the double metal pipe and then to the bottom of the throttle body.

27. Remove the PCV hose and the small cruise control vacuum hose, if equipped.

28. Locate the Idle Air Control valve. On 96-98 automatics, the IAC valve is mounted directly to the bottom of the throttle body. On these models there is no need to unbolt it from the throttle body. On 96-98 manual transmission cars, this valve is bolted to the back of the intake manifold and has two hoses and a wire harness connected to it. Unplug the wire harness with wire colors yellow with a black stripe and black with a blue stripe (and one orange wire if equipped with an automatic transmission). Apply a label to this wiring harness. There are two hoses also. Remove the hose that connects to the throttle body and remove the longer hose that connects to the main water pipe. On manual transmission vehicles, remove the two 12-mm headed bolts and save them for reinstallation later.

29. Remove the bolts and nuts holding the throttle body to the intake manifold and remove the throttle body and IAC valve as an assembly.

30. From under the car remove the oil filter if you have not done so already. Have a drain pan available as some oil will drip out.

31. Remove the bolts that hold the intake manifold support in place and remove the support. It will not be reused.

32. Back on the top of the engine, you can now remove the bolts and nuts and the stock intake manifold.

33. With the intake manifold removed, replace the stock fuel line that is connected at the base of the firewall with a new 1/4" x 17" line supplied with the kit. Secure it with one of the new clamps supplied.

34. Find the original hose that connected from the IAC valve to the main water pipe. Replace it with the new 5/16" x 14" hose supplied with the kit.

35. Remove the original clamp from the "U" shaped hose and replace it with one of the new #10 hose clamps provided. It will be reconnected to a 5/8" fitting on the new Jackson Racing intake manifold later.

36. On the driver's side, loosen the power steering and air conditioning belts and remove them. You will be reusing the power steering and air conditioning belts later in the installation.

37. Remove the 12-mm bolt holding the alternator on its upper bracket. You will be reusing the bolt but not the washer.

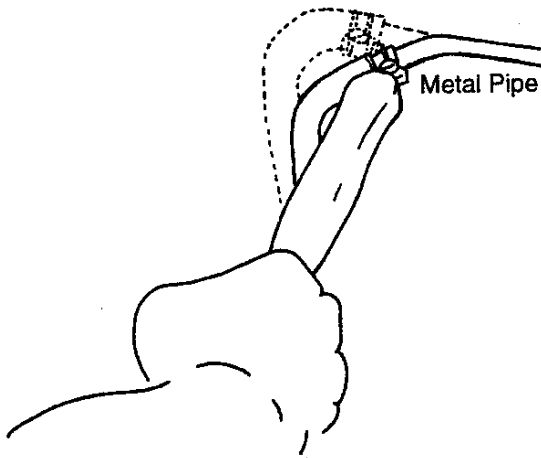
38. Remove the 14-mm headed nut holding the alternator on its lower bracket.

## Supercharger Installation Instructions

39. Remove the 14-mm headed bolt holding the upper alternator adjustment bracket to the engine block. This bracket will not be reused.

40. Remove the alternator from its bracket. Do not disconnect any wires at this time.

41. With the alternator removed, it is a good time to modify the power steering metal pipe where it goes past the alternator. This metal pipe is the low-pressure return line from the steering rack. It has a rubber hose connected to it. To straighten, gently push the end of the pipe nearest the firewall with the butt end of a mallet. The pipe will give under pressure. It is important to move the pipe back as the supercharger drive belt will be routed through this area. Illustration 4



**Illustration 4**

42. Remove the two 14-mm headed bolts and the lower alternator bracket. The stock bracket will not be reused, but the bolts will be reused. Install the new lower alternator bracket supplied with the kit.

43. Reinstall the alternator with the factory

bottom mounting bolt. The bolt is long and square-headed. Make sure the square head is on the passenger side of the bracket, and that it is positioned so that it will not turn when the nut is tightened.

44. Release the plastic clamp that holds the main power lead to the alternator. Disconnect the 10-mm nut that holds the large white wire on top of the alternator. Rotate the wire 180° and reinstall the nut. Illustration 5, next page.

45. Once the intake manifold is out of the way, you can start clearing the area that the supercharger drive belt is going to inhabit. Low down on the driver's inner fender you will find a bracket that holds three wiring harnesses out of harms way. It is located below the master cylinder. Remove the bracket and unplug the harnesses that were attached to the bracket. Unplug the main harnesses up where the hood rod pivot is. Unbolt the cruise control bracket assembly. Now all three harnesses should be able to be routed forward of the shock tower. Route the wiring harnesses under the cruise control bracket and follow the windshield washer hose up and over the top of the shock tower. Re-plug all of the harnesses back together going over the top of the shock tower assembly with the two smaller harness going between the clutch reservoir and the throttle cable bracket.

46. Release the plastic clamps that hold the power steering pressure switch wiring to the high-pressure hose. Unplug the switch and re-route the wiring behind the brake lines that run at the base of the firewall. Next, plug the harness back into the pressure switch.

## Supercharger Installation Instructions

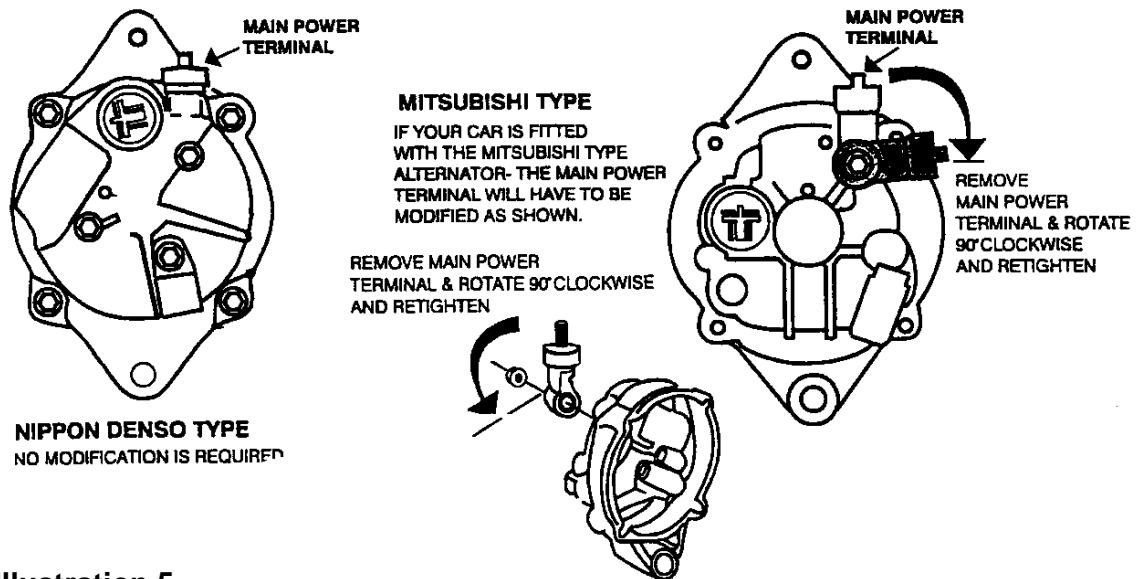


Illustration 5

47. If your vehicle is ABS equipped, put a plastic tie around the ABS sensor lead where it comes through the driver's fender well. It is identified by its orange color. Tie it tight against the brake line routed below the driver's shock tower. Secure it so that it does not interfere with the supercharger drive belt.

48. You will now need to connect a 3/8" hose from the PCV valve over towards the thermostat housing. This PCV hose should be routed from the oil breather chamber, along the water supply pipe, and on top of the thermostat housing. The hose should be zip tied to the water pipe to allow clearance and easy installation of the supercharger intake manifold onto the intake studs. The PCV hose will now go under the intake manifold over towards the transmission, so it can be connected to the intake tube later. You will also be sharing this fitting from the intake tube via a 3/8" vacuum "T". You will be connecting a small piece of 3/8" hose to

the vacuum "T" and on to the vacant "cast-in" vacuum fitting on the "gooseneck". The other vacant end of the "T" will be connected to the open port in the Purge Cut Valve later in the installation.

49. With the intake manifold removed, you can now gain access to the plastic, main wiring harness cover. Remove the bracket where the two plugs were mounted. The plastic cover will get pushed down slightly when the supercharger is installed.

50. On 96-98 manual transmission vehicles, reinstall the throttle body and IAC valve onto the new Jackson Racing inlet casting (gooseneck), using the original IAC bolts and the new 8 x 40-mm bolts, provided, for the throttle body. On 96-98 automatic transmission vehicles, mount the throttle body/IAC valve assembly to the inlet casting using the new 8 x 40-mm bolts provided. But, on the back side of the inlet casting (gooseneck), you will be installing the two

## Supercharger Installation Instructions

---

1/4" NPT plugs provided into the threaded holes where the manual transmission vehicles would normally mount their IAC valve.

51. Install the new intake gasket that you purchased from your Honda dealer and install our new intake manifold/supercharger onto the studs. Tighten all of the bolts and nuts to 16-ft lbs. Check for 3-5mm of clearance between the supercharger pulley and the inner fender. If clearance does not exist, you will need to mark the inner fender with a marker where the lack of clearance is. Remove the supercharger and create the clearance using a mallet. It is rare that we see this necessary, but, in this mass production world with cars being built in every country, we have seen it happen.

52. Locate the new boost pressure sensor supplied with the kit and wrap the threads with Teflon tape. Install it into the new intake manifold in the hole that is tapped for the 1/8" NPT pressure switch.

53. Install the Purge Valve onto the "L" bracket provided with the kit, using one of the original Purge Valve bolts and one of the nuts from the original fuel rail mounting nuts. Mount this "L" bracket/Purge Valve assembly to the small boss on the back of the intake manifold near the "J" in Jackson Racing cast into the manifold. There is a small 5-mm bolt in the kit to secure the bracket to the intake manifold. The supercharger Boost Pressure sensing switch will be threaded into the intake manifold next to the Purge Valve.

54. please procede to step #55.

55. You will now be replacing the crank-

shaft drive pulley. Remove the center bolt from the crank pulley. Make sure you do not loose the keyway from the crankshaft. Re-install the new crankshaft pulley and re-torque to 134 ft-lbs.

NOTE: You will be replacing the 4 rib belt system from your alternator to a 3 rib system. The 3 rib system allows more room for the supercharger belt to be replaced at a later time. We have added additional idler pulleys to our belt drive to add more degrees of belt wrap to the alternator pulley. This, in return, will make up for the narrowing of the belt. You will only be using the inner three ribs of the alternator pulley. The outer most rib, the one furthest from the alternator, will remain empty. The new, lower alternator bracket has been machined to match the distance the belt has been moved inward for belt clearance.

56. Install the new 3 rib belt on the crankshaft pulley, over the lower idler, around the alternator pulley, up and over the supercharger pulley, and down under the upper idler adjuster pulley and back to the crankshaft. Adjust the tension by threading the belt tensioning bolt down against the "T" nut on the tension bracket until there is 90 ft-lbs of tension on the belt. Do not over tighten the belt, as it will wear the belt and supercharger nose bearing prematurely. To finalize the tensioning, tighten the 17-mm headed, upper adjuster, through bolt. The lower idler does not get adjusted. It is preset at the factory. Illustration 6, next page.

57. Reinstall the remaining power steering belt and air conditioning belts as equipped and re-adjust their belt tension.

## Supercharger Installation Instructions

---

58. Looking up from under the car, check that all hoses and wires are routed, so the supercharger will not chaff them. Also, make sure that everything is clear of the oil filter so that it can be easily removed for oil changes.

59. Install a new oil filter at this time.

60. From above the car, reinstall the "U" shaped hose onto the 5/8" brass fitting on the intake manifold. Clamp it with one of the new #10 clamps provided.

61. Connect the new 5/16" hose installed earlier onto the IAC valve and the original wiring harness for the IAC valve.

62. Connect a 5/16" coolant hose from the intake manifold near the #4 cylinder to the bottom of the throttle body.

63. Locate the two vacuum fittings located low on the casting between the intake tube (gooseneck) and the supercharger. One of these fittings will have the bypass hose connected to it. The other vacuum fitting will have a hose from the cruise control, if equipped, connected to it.

64. Reconnect the MAP sensor and TPS sensor wiring by checking the color codes or identification labels that you installed in the beginning.

65. Install the short throttle cable extension bracket to the intake tube (gooseneck) using the two original throttle cable bracket bolts. Then, using the two new bolts and the original fuel rail nuts, bolt the original throttle cable bracket to the new extension. Reinstall the throttle cable and check for full

throttle operation and that the throttle returns to the idle stop.

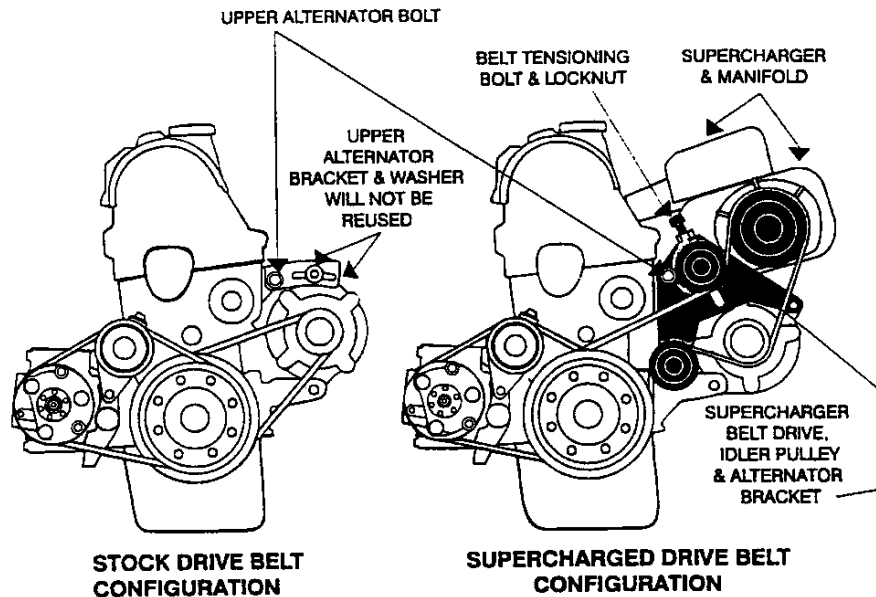
66. Reinstall the fuel injector in the fuel rail. Be sure to lube the "O" rings before you gently install them into the rail.

67. Transfer the lower fuel injector seals from the old manifold or, if they are stuck onto the injector from the injector, into the new supercharger manifold.

68. You will be installing two heat insulating, phenolic, spacers onto the two outer fuel rail mounting points. You can apply a small amount of grease to one side of the phenolic spacers to make them stay on the intake manifold as you install the fuel rail. It is not mandatory; it just makes installation a little easier. Attach the phenolic spacers with the greased side towards the intake manifold on the fuel rail mounts and make sure the holes are centered over the threaded holes in the Jackson Racing intake manifold.

69. Your original fuel rail was held in place with two 10-mm headed nuts. These two nuts have a different centerline than the manifold we supply. The supercharger manifold used on your car fits many years and models, consequently, you must drill two simple holes in the flat area near your current fuel rail mounting holes. Measure 2 3/4" in from the end of the fuel rail where the main fuel line bolted on and make a mark. Now, measure in 11 3/8" in from the same end of the fuel rail and make a mark. Measure up from the bottom of the rail 5/16" at each of the previous marks and you should now have a cross for the center area where you need to drill two 1/4" holes for

## Supercharger Installation Instructions



**Illustration 6**

the fuel rail mounting. There is no need for the center rail mount as it is only used in some earlier models. Install the fuel injector and rail into the new Jackson Racing intake manifold. Secure the rail to the intake manifold using the new 10-mm headed bolts (6x30) and nut supplied with the kit. Mount the new Purge Valve mounting Plate (parallelogram) onto the fuel rail using the original Purge Valve bolts and the new bolts and nuts supplied for mounting.

70. At this point you should have a hose that runs to the Purge Valve from the charcoal canister. We must now create a source of manifold vacuum for this valve and the PCV valve. You will find a vacant, 3/8" vacuum fitting in the middle of the "gooseneck". Using a small, 2" piece of 3/8" hose, connect it to the vacant vacuum fitting. Then, using the 3/8" vacuum "T" provided in the kit, install it into the 2" hose. Connect another longer piece of 3/8" hose from the Purge

Valve to one side of the "T". Then, locate the PCV valve hose, connected earlier to the PCV valve. Connect it to the vacant side of the "T". In some cases you can be creative and reuse some of the original "formed" hoses that are not being reused in specific places, to create a smoother curve from the Purge Valve to the "T". Both of these valves are essential to keeping your car in emissions compliance. Neither of these valves have any adverse effect on horsepower. So, please spend some time to connect them properly.

71. Reinstall the high-pressure fuel hose from the fuel filter, over the "gooseneck", and onto the fuel rail. Be sure to mount it in such a way that there is plenty of clearance for engine movement and no interference with the throttle cable. Pay close attention to the routing of the fuel supply line. From the passenger fender, notice that in the original position on the fuel filter, the fuel line exits

## Supercharger Installation Instructions

---

the fuel filter at a 6 o'clock position. It originally routed itself low onto the fuel rail with a pair of alignment prongs facing the fuel rail. You will be changing the fuel mounting at the fuel filter to a 3 o'clock position from it's 6 o'clock position. Then, you will route the fuel line OVER the "gooseneck" intake casting and reverse the alignment prongs so that they face away from the fuel rail. Reinstall the high-pressure supply line with the prongs reversed, using both of the original washers and retighten the supply hose. After starting the car for the first time, you will want to check for fuel leaks at each junction.

72. Reconnect the fuel injector plugs onto the correct fuel injector and the Purge Cut Solenoid Valve plug onto the Purge valve.

73. Install the Jackson Racing Fuel Pressure Regulator (fuel management unit or FMU) onto the firewall by removing one of the small plastic plugs near the center of the firewall. These plugs cover threaded holes that are pre-existing. Thread a 10-mm headed bolt through the "P" clamp of the FMU and into the firewall with the fittings facing the driver's fender horizontally.

74. Connect the 1/4" x 17" high-pressure fuel hose, that was connect to the fitting at the base of the firewall earlier, to the CENTER fitting of the FMU. Clamp it with one of the small hose clamps provided. This is the fuel return hose. This hose was installed earlier when the intake manifold was not on the engine.

75. Connect another 1/4" x 30" high pressure fuel hose to the OUTER fitting of the FMU and clamp it with one of the clamps

provided. Connect the other end to the stock fuel pressure regulator. Clamp it with one of the small fuel line clamps provided.

76. Attach a new 18" vacuum hose from one of the small vacant vacuum fittings on the intake manifold to the stock fuel pressure regulator. Connect another 18" vacuum hose from the other vacant fitting to the Jackson Racing FMU.

77. Reconnect the large wire harness connectors to their proper place near the base of the windshield on the driver's side. Make sure the harness will not come in contact with any moving parts or belts. Reconnect the wire harness support bracket to the inner fender well on the driver's side.

78. Reinstall the power brake hose if it has not been done already. It connects to the large, 90° brass fitting on the back of the intake manifold.

79. Reinstall the air box assembly now. Install the T/A (air temperature) sensor into the new grommet in the air box. Reconnect the T/A sensor harness to the T/A sensor.

80. You will now be modifying the T/A sensor wiring. You will be connecting the Fuel Enrichment Relay to the T/A circuit. Cut the T/A sensor's red/yellow wire about two inches from the plug. Each side of the newly cut wires will be connected to the Fuel Enrichment relays matching red/yellow wires. Follow the wiring diagram in the back of this packet. Using a "T-tap", connect the "T-tap" to the yellow/black wire that is the 12 volt switched power source for Purge Cut Solenoid Valve. Plug the yellow/black wire from the Fuel Enrichment relay into the "T-

## Supercharger Installation Instructions

---

tap". And, lastly, connect the black wire with the female spade onto the pressure switch that was threaded into the intake manifold earlier. Using a plastic wire tie, hang the Fuel Enrichment Relay from any rubber hose in the engine compartment. We recommend the rubber hose that runs from the Purge Valve to the Charcoal canister. If you mount it directly to the firewall, you will hear it CLICK every time it cycles.

81. Connect a 3/8" x 15" hose from the valve cover vent to the 3/8" fitting installed in the air box earlier in the installation. Then connect the new 5/16" x 18" hose from the idle control valve mounted on the thermostat, to the vacant 5/16" fitting in the side of the air box.

82. Install the flex hose from the air box to the throttle body. Tighten the hose using the new clamps provided with the kit. Never run a supercharged car without an air filter. The internal supercharger housing-to-rotor clearance is tighter than your piston clearance in your engine. If dirt gets inside, it will ruin the supercharger and void its warranty. Always use good quality filters. We do not recommend HKS Power Flow or Greddy air filters as their foam pulls away from its seat and allows large amounts of dirt into your engine and supercharger. Most other aftermarket filters have shown to be reasonable in their filtering ability.

83. Refill the engine with oil and coolant.

84. Reattach the ground cable to the battery and reset any alarm or radio codes.

85. Run the engine for 15 minutes while resetting ignition timing to 10° before top

dead center. Let the engine cool and then recheck the belt tension.

86. Recheck your fluid levels after you have let the engine cool down.

---

### TIPS:

Now that you have added substantial power to your Honda, here are some tips for best performance and long life. Please, allow it to warm up for at least 3-5 miles before you start working the engine hard. Longer in extremely cold conditions as it will take a substantial amount of time to get the oil warmed completely to operating temperature. Running an engine without the oil being up to operating temperature is very hard on your engine. Install a good oil cooler to keep your oil from getting too hot and from breaking down prematurely. During our "Back to Back" SCCA Endurance Championships, we saw over 300°F of oil temperature in our race cars with relatively close to stock engines. It makes sense that with the additional power you are now generating from your supercharger, ordering one of our oil cooler kits will help maintain long engine life and provide additional power.

Install one of our "Power Foam" air filters as a "drop-in" to your stock air box. It will improve air volume and will keep the air extremely clean. In supercharged engines, the cleaner the air flows in, the better power it will make. The one thing you do not want to do is make the supercharger have to pull hard to get air.

Although the stock Honda exhaust system is very good, a good header and cat-back system will help relieve any back pressure.

## Supercharger Installation Instructions

---

The easier the exhaust gets out of the engine, the better the good air will get in. Keep in mind, in a supercharged engine, as the air gets through the engine better, the boost will actually go DOWN, but the power will go UP! So, don't be surprised if you start improving the intake air and exhaust system and your boost actually starts reading slightly lower than it did when it was all stock. Conversely, if your catalytic converter is starting to deteriorate, you will see higher boost than normal. But, your engine will perform poorly.

Keep your cooling system in good shape. Never run more than 50% anti-freeze coolant to water ratio in the engine, if possible. Water cools better than coolant but does not have the high resistance to boiling or ability to resist freezing. So you must keep SOME antifreeze coolant in the engine. But try and run as little as possible. If you haven't replaced your thermostat and your car has over 30,000 miles on it, order one of our 160°F, low temperature thermostat. It will keep the operating temperature lower allowing better power and resistance to detonation.

If your car has 70,000 miles or 7 years on it, you might want to think about replacing your old radiator with a new one from Honda. We have found that the calcium deposit (from hard water) that collects on the internal cooling tubes of old radiators will actually insulate the hot coolant from the outside air, even though the radiator still has good coolant flow. No radiator repair shops that we have experience with can remove this calcium deposit. More importantly, your stock coolant temperature gauge in your car will move to normal when the coolant tem-

perature reaches a temperature near 160°F. But your stock gauge will not show any change or movement in temperature until the engine coolant temperature reaches nearly 220°F. This means that you could be trying to operate your supercharged engine in a hostile environment that is 60° hotter than is ideal. Order a set of our colder spark plugs for summer use. This, like the thermostat, will lower the combustion chamber temperature allowing better power and less chance of detonation in hot climates.

If you are forcing more air into the engine, you want to ensure you have plenty of fuel. The stock fuel pump works great when new for highway use. However like a radiator, it can grow weak with age and run out of volume in high demand, sustained (racing) loads. Our high output fuel pumps are just the ticket. Our fuel pumps fit in the original in-tank bracket for ease of installation. The design is capable of sustained high demand without losing pressure.

Do not run "Upgrade Chips" in your supercharged engine. Most "chips" have a more aggressive ignition-timing curve. This is very counter-productive in supercharged engines.

Do not run a high performance cam-shaft with a supercharger unless it has been specifically designed for supercharging. Most non-supercharged high performance camshafts depend on having both intake and exhaust valves open at the same time to help fill the cylinders. This, also, is counterproductive to superchargers. Anytime that both valves are open the boost goes out the exhaust port and will never be seen again. The stock ignition system is quite good, as it

## Supercharger Installation Instructions

---

is the same ignition that is used in all models including the Type R with nearly 200 hp. This is not to say that some of the aftermarket systems might not work well. It is just an observation. We recommend using the stock system until you encounter a problem igniting the mixture. Then try some of the ignitions that are commercially available.

# Relay Switch Wiring Schematic

