Plug and Play K Series Harness Installation V5

Thank you for purchasing your "plug 'n' play" harness! The installation of this harness is fairly easy but this guide should help provide needed information.

PART 1

Route the harness accordingly near the ECU and OEM Toyota body plugs. *(If your harness does not have AC or wideband, skip to Part 3)*

If you have the AC and wideband options, there will be one single long wire for the AC compressor and one long plug with a nylon loom around it, route these through the firewall and toward the engine bay. You will need to attach the OEM Toyota AC compressor plug from your old Toyota harness to the single long wire. Be sure to attach the solid black wire from the AC plug to **the single long wire** from the "P'N'P" harness. The longer loom with nylon is for your wideband band. We still suggest investing in an aftermarket wideband for tuning purposes as it will yield better results (Follow Hondata instructions for installation of wideband sensors in Kmanager). The remaining plugs will go into the Hondata ECU and Toyota body harness. (IF YOUR HARNESS DOES NOT HAVE AC, THEN SKIP TO PART 3)

PART 2

If you are using a MIM, please follow the MIM installation instructions on our webpage.

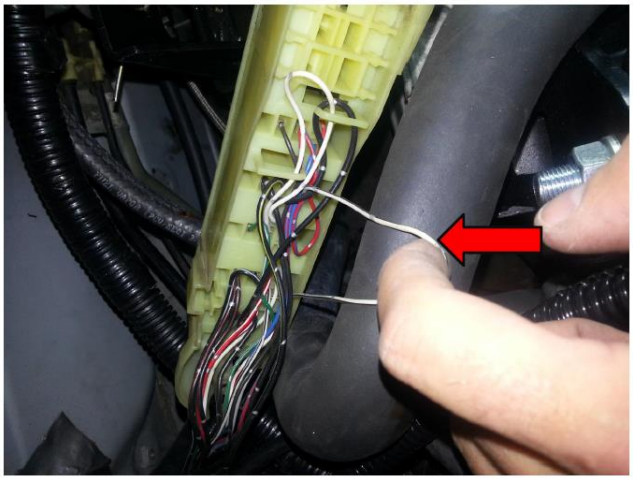
PART 3

Part 3 will all be done in the engine bay of the vehicle. NOTE: it is recommended that this step be done prior to installing the engine as it will give more room to work with. It is possible to perform this step with the engine installed.

Locate the relay box on the driver's side of the firewall. Unbolt it from the firewall to allow greater access.

Locate the IG2 relay using the diagram on the cover of the relay box as well as the EFI main relay. There are 3 options for doing this, you can remove the wire from the block completely and solder the new wire to the pin or you can trim some of the insulation off one wire and solder the wire listed below onto it. The third way is to splice the needed wire onto the recommended wire below. The first of the 3 options is the preferred way.

Once you have properly located the 2 relays, turn the relay box over, and with the cover removed, it should look like the picture below. Locate the white wire with a black line on it that runs directly from the IG2 relay to the EFI Main relay (Picture 1).

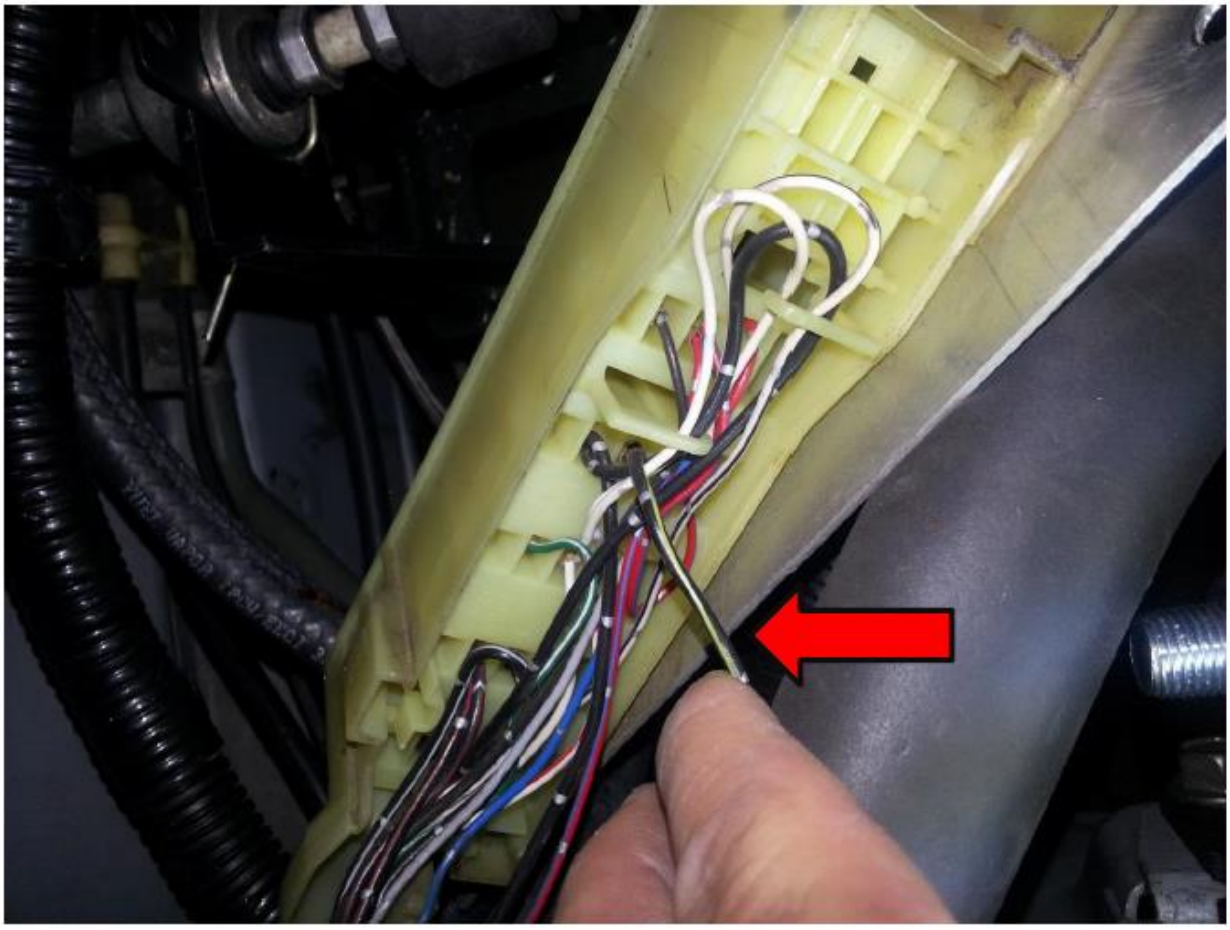


This is a jumper wire. Cut the wire **CLOSER** to the IG2 relay to ensure you have enough wire to work with, you will need to use the end coming from the EFI relay if you are not soldering in our own wire. Take the white/black wire **COMING FROM** the EFI wire you just cut and attach it with the method of your liking to an **UNSWITCHED** power source. *In the Toyota system the EFI relay is powered up by the ignition which triggers the IG2 relay, the Honda system uses the ECU to power up the main relay and this is critical to maintaining the proper function of the Honda/Hondata ECU*. We suggest using the black wire with a yellow line going into the EFI main relay (Picture 2) as this wire already has a 7.5A fuse to it in the car. Basically removing the jumper will keep the EFI relay open giving the Hondata constant power as it needs. IE EFI to EFI on the white wire. Note, this will not keep the ecu powered on all the time.

The Reasoning:

The Toyota ECU turns off when the power is cut, like pulling the plug out of the wall. With the Hondata, the computer has a shutdown procedure, therefore it must have constant power to shut down like your computer does. When the ECU receives the signal that the ignition is off the Hondata ECU initiates a shutdown procedure where the ECU may still pull 12v power until the shutdown procedure is finished. When the ECU shuts down it will then stop using the constant power you routed to it until it receives an ignition signing from starting the car.

WARNING: FAILURE TO PROPERLY PERFORM THIS STEP WILL LIKELY DAMAGE YOUR ECU/HONDATA!!!!!!!!!! PLEASE TRIPLE CHECK THIS IS DONE CORRECTLY. IF IN DOUBT CALL/EMAIL US WITH PICTURES.



Afterwards it is recommended you wrap this modification with electrical tape to prevent any shorting if you cut or spliced the wires, put the cover back on, and connect the battery. Next, adjust Hondata's setting in Kmanager and then you are now ready to start the car.

NOTE: On the Honda/Hondata ECU, there are two plugs that will fit into one hole on the ECU, when you have the incorrect plugin this hole the remaining plug will not go into the other ECU sloe, simply switch the plugs if you encounter this problem.

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