

THE ULTIMATE KSWAP PARTS LIST



Version 4 by VR

@ROYAL_PLUGNESS

@10KPERFORMANCE

@MASTER_RHODES

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USING ENGINES

- K20A2
- K20A
- K24 FRANK

Suitable For:

Honda Civic 1992-2001
Honda Integra 1996-2001



DISCLAIMER – My time is precious and my knowledge cost, please do not contact me if you do not know what you need. This guide tells you step by step. I will not hold your hand with linking you to every part that's required. This is why I created this Ultimate KSWAP Parts List. I have 5-10 people daily asking me to link them to parts which I do not have time for

PARTS NEEDED TO KSWAP A CIVIC 1992-2001 AND INTEGRA 1996-2001

COMPLETE ENGINE K20A2/ K20A AND GEARBOX

DRIVESHAFT

- EK - CHANGE STOCK EP3 SHAFTS OUTER CV JOINTS TO 32MM, INNER CV JOINTS NEED TO BE FLIPPED IF USING HASPORT MOUNTS. (INNOVATIVE ENGINE MOUNTS – SHAFTS INNERS DO NOT NEED TO BE FLIPPED AS ENGINE WILL BE ON THE PISS WITH INNOVATIVE MOUNTS)
- EG AND DC2 – STOCK EP3 DRIVESHAFTS WITH B SERIES 32MM OUTTERS JOINTS (NO NEED FOR INNER JOINTS TO BE FLIPPED)
- BRANDED KSWAP SHAFTS (DSS, HYBRID RACING, INSANE)

ECU

- KPRO
- HALTEC(KPRO USES ATLEAST 20 YEAR OLD ECU AND PUT A HARDDRIVE ON IT) HALTEC IS BRAND NEW SO YOU WONT HAVE THE PROBLEMS STOCK ECUS WOULD HAVE
- DEIMMOBILISED KIT TO DEIMMOBILISE STOCK ECU'S

STOCK EP3 ENGINE LOOM

RADIATOR AND FAN

- CAN USE STOCK EP3 RAD AND FAN(FAN SHROUD WILL NEED TO BE TRIMMED SLIGHTLY TO CLEAR)
- ALI AFTERMARKET RAD
- CAN EITHER MOVE STOCK RAD FEET OR GET AFTERMARKET FEET
- CAN USE THE STOCK FAN AND TRIM WHERE NEEDED
- OR AFTERMARKET SLIMLINE FANS

RAD HOSE

- CAN USE STOCK EP3 RAD HOSE IF USING EP3 SIZE RAD THEN CUT TO LENGH
- MAKE YOUR OWN RAD HOSES

HEATER HOSE

- CAN USE KTUNED READY MADE HOSES
- FIND OUT THE OUTER DIAMETER OF BOTH HEATER CORE AND WATER OULETS FROM BACK OF ENGINE ABOVE GEARBOX THAN ORDER THE HOSES OFF EBAY

COOLANT TEMP ADAPTER AND SENSOR

- EBAY OR ALIEXPRESS
- CAN USE THE TEMP SENSOR OFF B OR D SERIES AND JUST GET THE ADAPTER INSTEAD OF BOTH
- FAN SWITCH (IF NOT USING KPRO)(USUALLY COME WITH STOCK EP3 RAD AND THEY ARE AT THE BOTTOM)

ENGINE MOUNTS

- GENUINE HASPORT
- ALI EXPRESS HASPORT
- DO NOT USE INNOVATIVE AS ENGINE SITS CROOKED

LOOM CONVERTOR

- BWE LOOM CONVERSION (DIFFERENT TYPES DEPENDING ON MODEL OF KSWAP)
- K-TUNED LOOM CONVERSION (DIFFERENT TYPES DEPENDING ON MODEL OF KSWAP)

CLUTCH SYSTEM

- HEL BRAIDED CLUTCH LINE

SHIFTER

- DC5 OR CRV
- BRANDED SHIFTER

CABLES

- DC5 OR CRV
- BRANDED CABLES
- DO NOT GET CHINESE ONES AS IV HAD A FEW FRIENDS WHOS CABLES HAD FAILED ON NORMAL DRIVING TO BAD QUALITY PARTS)

SHIFTER PLATE

- K-TUNED, HYBRID RACING OR EQUIVALENT
- ALIEXPRESS

FUEL RAIL

- TORQUES
- BRANDED (K-TUNED, HYBRID RACING ETC)
- ALIEXPRESS

FUEL PRESSURE REGULATER

- TORQUES
- BRANDED (K-TUNED, HYBRID RACING ETC)
- NEVER USE ALIEXPRESS

FUEL FILTER

- INLINE FUEL FILTER
- OEM FUEL FILTER LOCATION (THEN MAKE FUEL LINE WITH BANJO OFF TH OEM FILTER TO FUEL RAIL)

INJECTORS

- STOCK
- AFTERMARKET ONLY IF YOUR SETUP REQUIRES IT (DON'T GET FAKE/COPY/EBAY INJECTORS)

AN6 LINE

- EBAY (TORQUES)
- THIS CAN BE USED FOR FUEL LINE WITH THE CORRECT AN6 FITTING(USUALLY A KIT ON EBAY YOU CAN PURCHASE), BRAKE SERVO LINE AND ANY OTHER LINES THAT USE THE SIZE AN6 LINE

AN6 LOOP FITTING OR ANY FITTINGS

- EBAY (TORQUES)
- USE 'AN6 6AN -6 MALE + M12x1.25 MALE BANJO ADAPTOR' IF KEEPING THE STOCK FUEL FILTER LOCATION

MANIFOLD

- S2K RACING
- KTUNED
- 1320
- OR ANY KSWAP ONES THAT SUIT YOUR SETUP

CENTRE PIPE

- MODIFY CURRENT CENTRE PIPE (IF YOU HAVE AFTERMARKET CENTRE) TO MEET THE KSWAP MANIFOLD
- GET COMPLETE CUSTOM CENTRE BACK 3INCH MADE AT YOUR LOCAL EXHAUST FAB SHOP

SUBFRAME

- **CIVIC EK**
USE EG/MB/DC COMPLETE FRONT SUBFRAME INCLUDING RACK, LOWER ARMS, FORKS, SUBFRAME SPACERS. USING THE SUBFRAME BOLTS FROM EG/MB/DC
- **CIVIC EG**
- EG REQUIRE THE DRIVERS STANDARD MOUNT TO BE REMOVED
- **NOTE:** MB SUBFRAME DOESN'T COME WITH THE SUBFRAME SPACERS FROM FACTORY. SO WILL NEED THE SPACERS IN ORDER TO FIT TO CIVIC EK. <https://www.instagram.com/forgedfromfilament/> SELLS CNC VERSIONS.

POWERSTEERING (IF THEY WANT IT)

- DC5 PUMP USING 7PK1350 BELT
- MR2 ELECTRIC POWER STEERING
- KTUNED POWER STEERING LINE
- LOOPED (IF NOT GOING FOR POWER STEERING)
- MANUAL CONVERTED RACK

INTAKE

- 90-90 DEGREE INTO THE ARCH LINER (HOW VISHAL HAD IT)
- STRAIGHT TO 90 (HOW BUTTERS HAS IT)
- STRAIGHT PIPE WITH FILTER
- USE VELOCITY STACK FILTER
- BRANDED

IF GOING K24 FRANK

- USE K20A2 EP3 ENGINE LOOM
- USE K20 CRANK SENSOR (AS FACTORY PLUG ON LOOM WORKS WITH K20 KNOCK SENSOR)
- K24 KNOCK SENSOR (OR USE K24 KNOCK SENSOR AND BUY K24 WIRE WITH PLUG)
- K24 HEADGASKET AND K24 TIMING CHAIN
- CRV POST MOUNT - 11910-PPA-000
- MODIFIED EP3 OIL PUMP (CAN REV HIGHER SAFELY) WILL ALSO NEED THE WINDAGE TRAY AND BOLTS (BOLTS FOR OIL PUMP AND ALSO WINDAGE TRAY)

Parts below for oil pump etc

11221-PNC-000	PLATE, BAFFLE	1
13441-PCX-004	CHAIN (64L)	1
13450-PNA-004	TENSIONER COMP., BALANCER SHAFT CHAIN	1
13460-PNC-004	GUIDE, OIL PUMP CHAIN	1
95701-06014-08	BOLT, FLANGE, 6X14	6
95701-06025-08	BOLT, FLANGE, 6X25	1
95701-08050-08	BOLT, FLANGE, 8X50	1
95701-08075-08	BOLT, FLANGE, 8X75	1

- ON K24 FRANK, BEFORE FITTING WINDAGE TRAY, THERE IS A RESTRICTER THAT NEEDS TO BE PULLED OUT AND REPLACED WITH A BOLT. USUALLY THIS SECTION IS ALREADY THREADED, BUT IF IT ISNT, TAP THE BOTTOM END SO IT CAN TAKE THE BOLT. THIS IS CRUTIAL AS IF THIS IS NOT DONE WHEN USING AN EP3 OIL PUMP, THE OIL PRESSURE WILL BE TOO LOW AND COULD END TO ENGINE FAILURE.
- K24 DIPSTICK

These are the parts needed to get the kswap vehicle on road.

Of course you can change inlets, throttle body, ecu cams etc to make more power.

AUX BELT SIZES (if you have a k20a3 or a non oem alternator, these may not be correct size)

- K20A2/K20A (DC5/EP3/FN2) – NO AC AND NO POWERSTEERING – **7PK1285**
- K24 FRANK (K20 CRANK PULLEY) – WITH POWERSTEERING, NO AC – **7PK1350**
- EP3, FN2 WITH AC – **7PK1640**
- DC5 WITH POWER STEERING AND AC - **7PK1705**

TURBO

- TURBO
- TURBO MANIFOLD
- INTERCOOLER
- WASTEGATE
- INTERCOOLER PIPE WITH SILICONE JOINERS AND GOOD JUBILEE CLIPS
- 3 PORT MAC BOOST SOLINOID
- SOME TURBOS REQUIRE COOLANT LINES TO GO TO IT FOR WATER COOLED
- OIL FEED AN4 (WITH A RESTRICTER(DEPENDING ON TURBO))
- OIL DRAIN AN10
- AN10 MALE FITTING WELDED TO SUMP
- FUEL PUMP (VISHAL USES WALBRO 255)
- IAT WELDED ON PIPE COMING OFF THROTTLE BODY

- VACUUM LINES(From waste gate to turbo to boost Solenoid and fuel pressure regulator(if running a fpr))
- 4 BAR MAP SENSOR
- SUITABLE SIZED INJECTORS (VISHAL USES CP INJECTORS 1000CC)
- SPARK PLUGS (VISHAL USES NGK BKR8EIX)
- AIR FILTER OR TURBO GUARD
- CLUTCH
- ECU