VTEC CONTROLLER

INSTRUCTION MANUAL

SW-10018

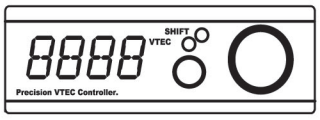
PRODUCT INFORMATION

With this VTEC controller you can freely change the shifting point of any variable valve timing fixed high cam (1000-9000rpm),making it possible to change the settings to meet your needs at low torque or at peak power. You can change your air/fuel ratio depending on your driving style.
The factory variable valve timing kick-in point is about 4-5000rpm. The problem is that no motor runs exactly the same, so that particular kick point doesn't work best for every motor. If variable valve timing kicks-in too soon, your motor bogs down slightly when it kicks in, and the motor has to recover before taking advantage of the variable valve timing controller resulting in a loss of power. If variable valve timing kicks-in too late, the engine will sit on the low rpm cam past its power peak, resulting in wasted power. The variable valve timing controller finds the power being wasted by the computer and uses it.

● FUNCTION

VTEC point setting.

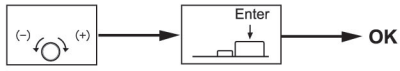
SHIFT point setting.



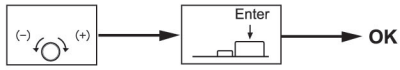
● SETTING MODE

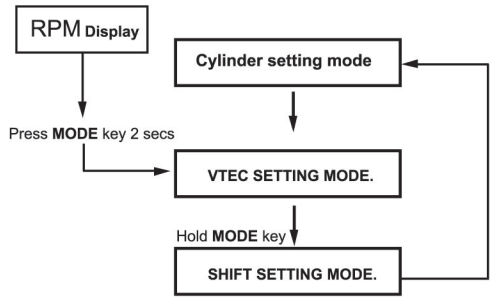
● CONTROL MODE

Choose the VTEC then press enter.



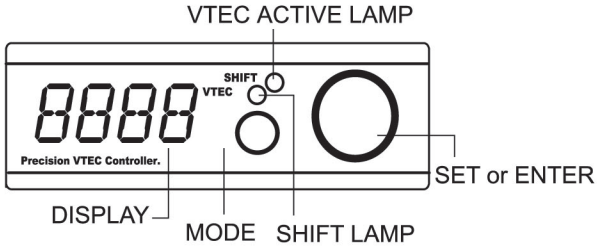
Choose SHIFT Warning then press enter.



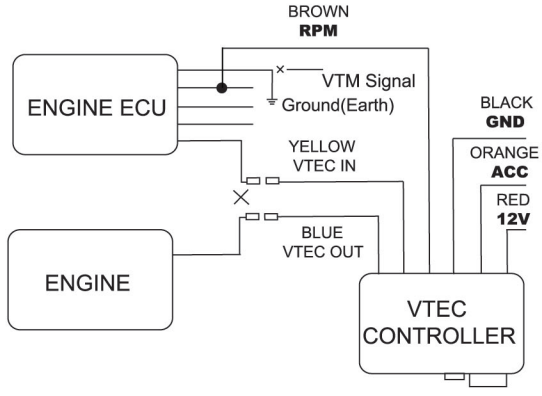


EACH PIECE NAME AND WIRE CONNECTION

VTEC CONTROLLER



VTEC EACH PIECE NAME



VTEC CONTROLLER WIRES

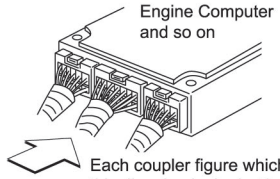
VEHICLE SPECIFIC WIRING DIAGRAMS

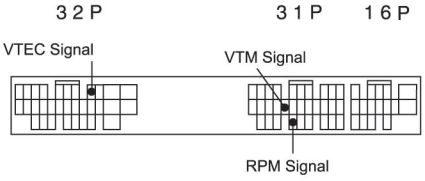
BEFORE INSTALL ATION

1. Certain models of manuel vehicles (M/T) and automatic vehicles (A/T), coupler shape and location of wiring may be different, please check graphs.
2. Because of the minor change, coupler shape and location of wiring may be different, please check graphs.
3. Use solder less terminal or weld when wiring, please do not use the commercial electro-tap for it.
4. The wiring section severs relations securely with the insulating tape, please make sure the core line or something else has not extended.

TUTORIAL OF COUPLER PINS

⚠ Caution:
In order to make sure wiring or the orientation installed incorrect position, Please check the number of coupler's pins . (Cord maybe less than pins and unused.)





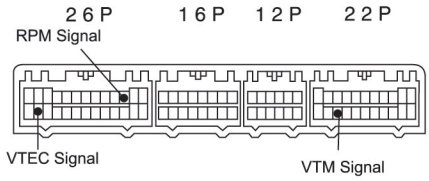
Car name	Manufacturing Year	Car modle	Engine modle	Computer		Remark
				ECU location	Ref. Drawing	
Accord	93.9 ~ '97.8	CD5	F22B	B	H3 - A	
		CD6	H22A			
Accord Wagon	97.10 ~ '02.10	CF6.CF7	F23A	B	H5 - A	
	94.3 ~ '97.9	CE1	F22B		H3 - A	
	96.9 ~ '97.9	CF2	H22A			
Civic	98.9 ~ '00.7	EK9	B16B	A	H5 - A	
		EK4	B16A			
	97.6 ~ '98.8	EK9	B16B		H4 - A	
	95.9 ~ '98.8	EK4	B16A			
	91.9 ~ '95.8	EG6	B16A		H3 - A	
		EG4	D15B			
	89.9 ~ '91.8	EF9	B16A	B	H1 - A	
Civic Coupe	92.10 ~ '95.8	EJ1	B16A	A	H3 - A	
Civic Ferio	95.9 ~ '98.8	EK4	B16A	A	H4 - A	
	98.9 ~ '00.7				H5 - A	
	91.9 ~ '95.8	EG9	B16A		H3 - A	
		EG8	D15B			

Car name	Manufacturing Year	Car modle	Engine modle	Computer		Remark
				ECU location	Ref. Drawing	
Integra	95.9 ~ '01.6	DC2.DB8	BC18C	A	H4 - A	M / T
					H2 - C	A / T
	93.5 ~ '95.8				H3 - A	M / T
					H2 - B	A / T
	91.10 ~ '93.5	DA6.DA8	B16A	B	H1 - A	
	89.4 ~ '91.9					
Odyssey	97.8 ~ '99.11	RA3	F23A	B	H5 - A	
		RA4				
	97.10 ~ '99.11	RA5	J30A		H4 - B	
Prelude	96.12 ~ '00.9	BB6.BB8	H22A	B	H4 - A	
	91.9 ~ '96.11	BB1.BB4			H3 - A	NO TRC
					H2 - A	With TRC
S2000	99.4 ~ '03.9	AP1	FC20C	A	H6 - A	

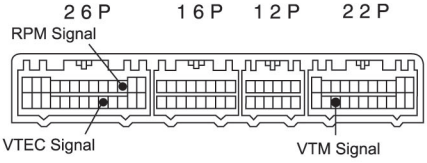
ECU Location - A - Lower passenger side dash
B - Passenger side foot rest

H1-A

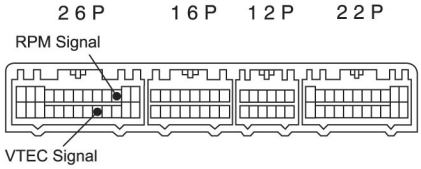
H2-A



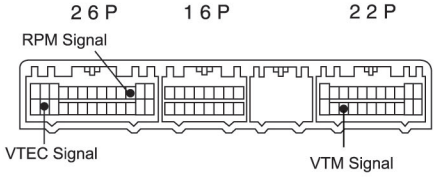
H2-B



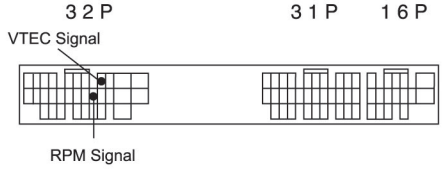
H2-C



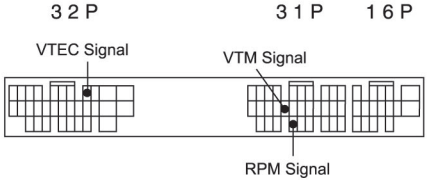
H3-A



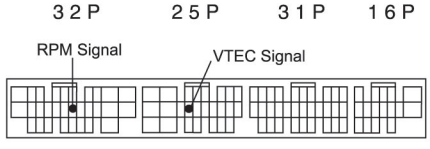
H4-A



H4-B



H5-A



H6-A