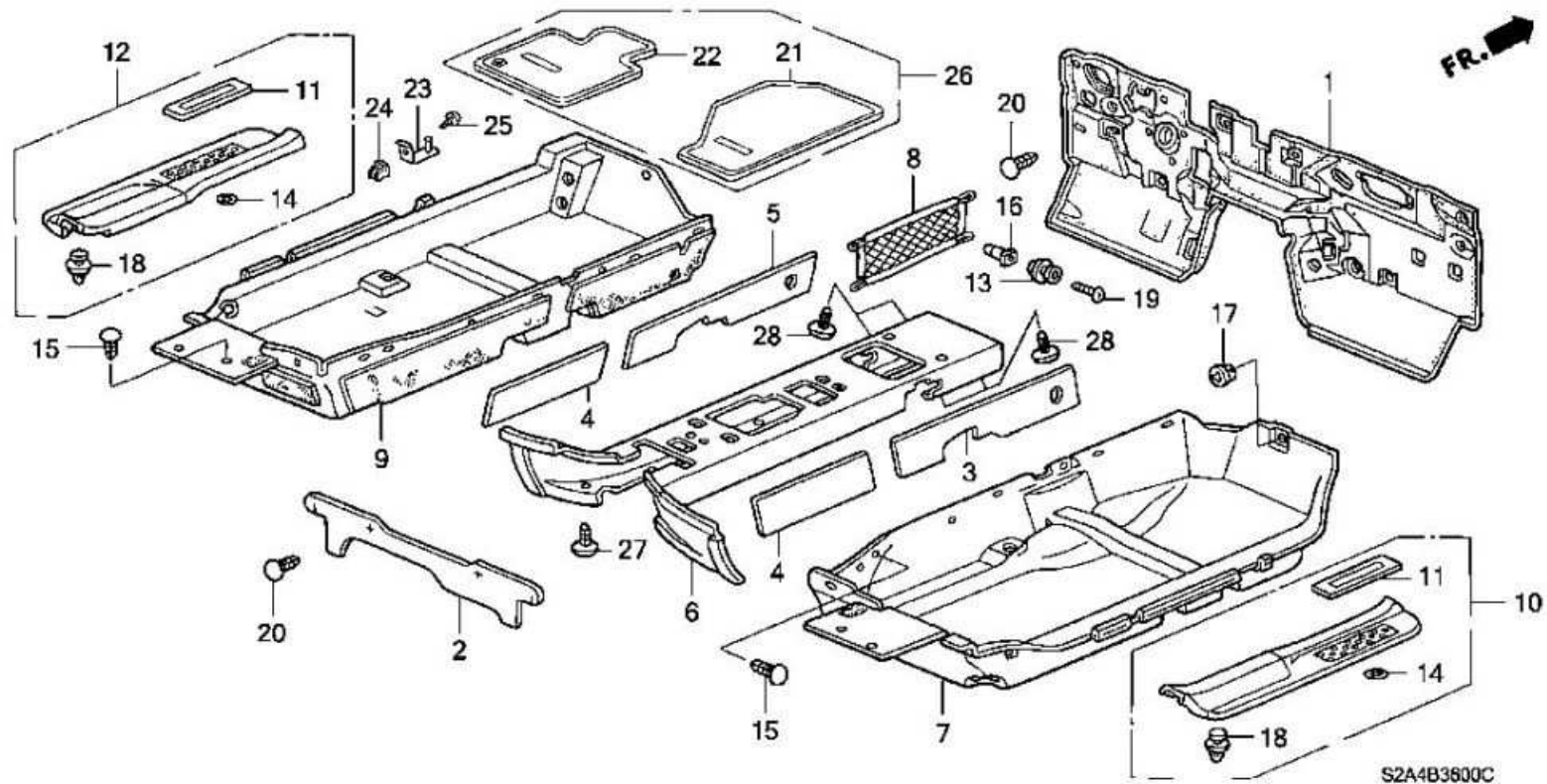


Greddy E-Manage Ultimate Installation

Honda S2000

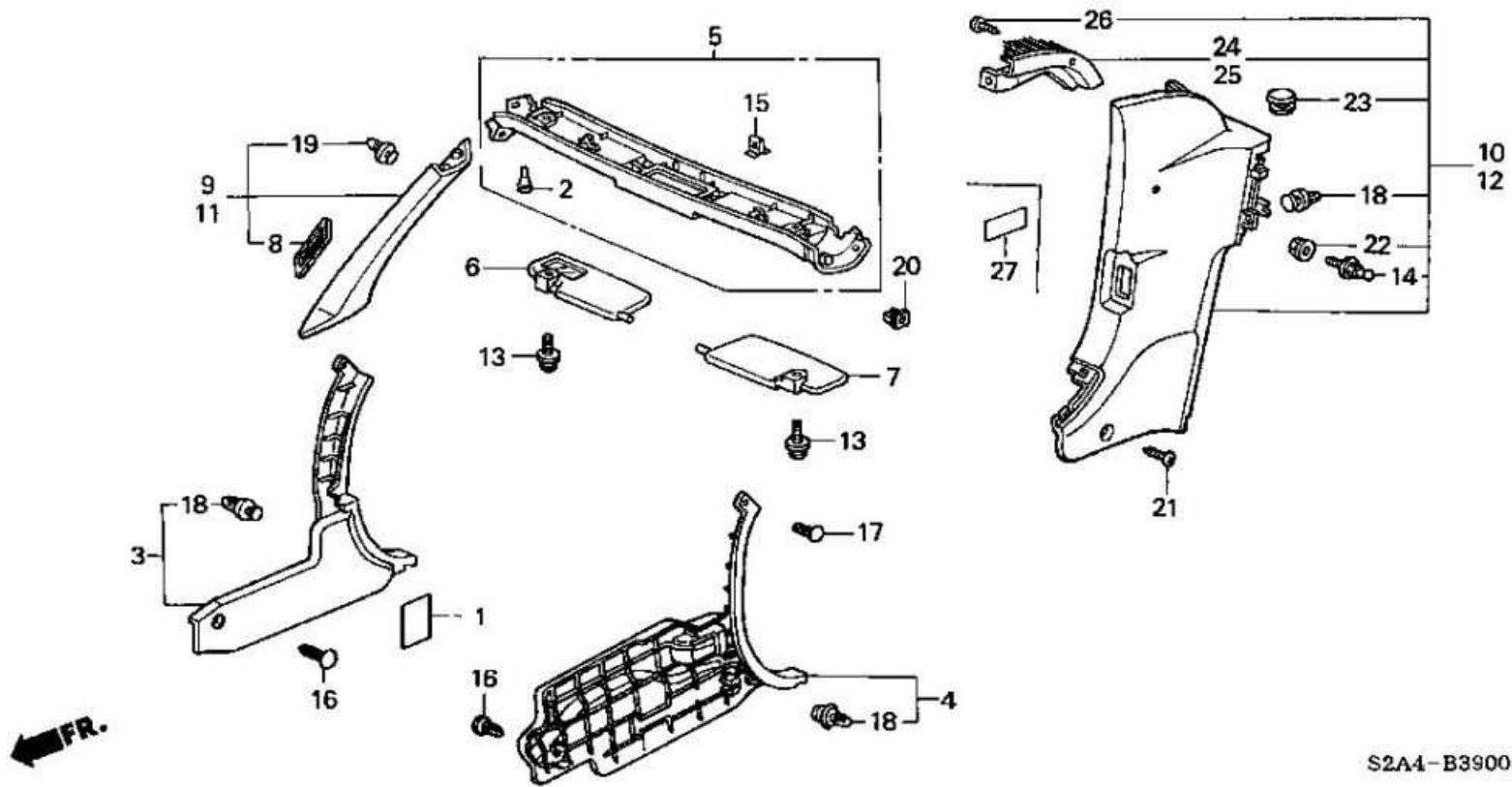
Karcepts, Inc



01.JPG Remove the left side door sill cover (item 12) by simply pulling upward on it with some force. There are 3 clips holding it in, but they should pop out with little effort.



02. JPG Left door sill cover removed.



S2A4-B3900C

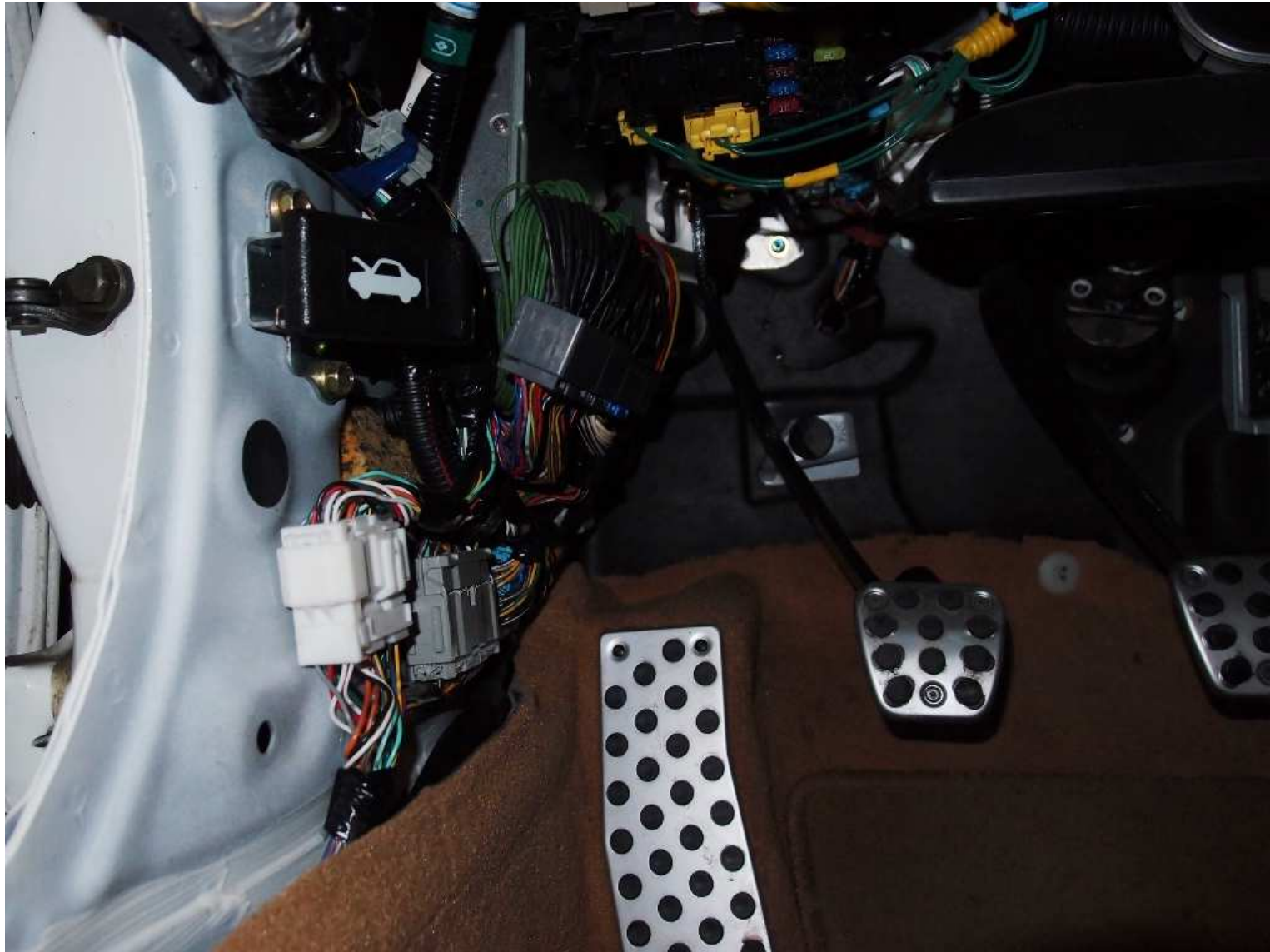
03.JPG Observe item 4, the ECU cover/kick panel and the 3 clips that retain it in place. Clip 16 and 17 are on the outside. Simply pop them out with a screw driver. Clip 18 is on the inside of the panel. You will have to pull the hood release at the same time you try to remove this cover. Clip 18 may pop out with the panel, or you may find it still in the chassis hole (or laying elsewhere). Just make sure to grab it at the time of removal so you know where it is.



04.JPG Shows the location of clip 17 under the weather-stripping



05.JPG Panels removed. Set aside.



06.JPG This shows the PNP harness installed.



07.JPG This shows the PNP harness installed.

1. You will locate the connectors plugged into the ECU. There are 3 of them, plugged into the bottom of the ECU. Unplug all 3 connectors from the ECU. You will want to try to pull them down and out of the way. There may be some factory tape holding them up, so you may find it beneficial to remove anything retaining them upward.
2. Locate the 3 connectors on the PNP harness that match the factory engine harness/chassis harness connectors you just removed from the ECU. You will then plug those 3 PNP harness connectors into the ECU. No two connectors are alike, so they only go into their designated location.
3. Now you will want to fold the PNP harness (into an S shape) as shown in the pictures. You may find it beneficial to fold the harness before step 2., but either method can work. Just make sure when you fold the harness that you are folding the wires themselves and not putting any unnecessary strain on the terminals going into any of the connectors. The end result is what is shown in 06.JPG & 07.JPG, with the large rectangular PNP connector facing downward (ready to plug the stock ECU connectors into it).
4. Now go ahead and plug the 3 factory ECU connectors into the large rectangular PNP connector.
5. The remaining wire and connectors of the PNP harness are to run to the EMU and should be pushed under the carpet and let run towards the rear of the cabin.



08.JPG There are factory wires already running in a track under the carpet of the door sill area. You will use this same track to run the PNP harness cleanly to the rear of the cabin.



09.JPG There are factory wires already running in a track under the carpet of the door sill area. You will use this same track to run the PNP harness cleanly to the rear of the cabin.

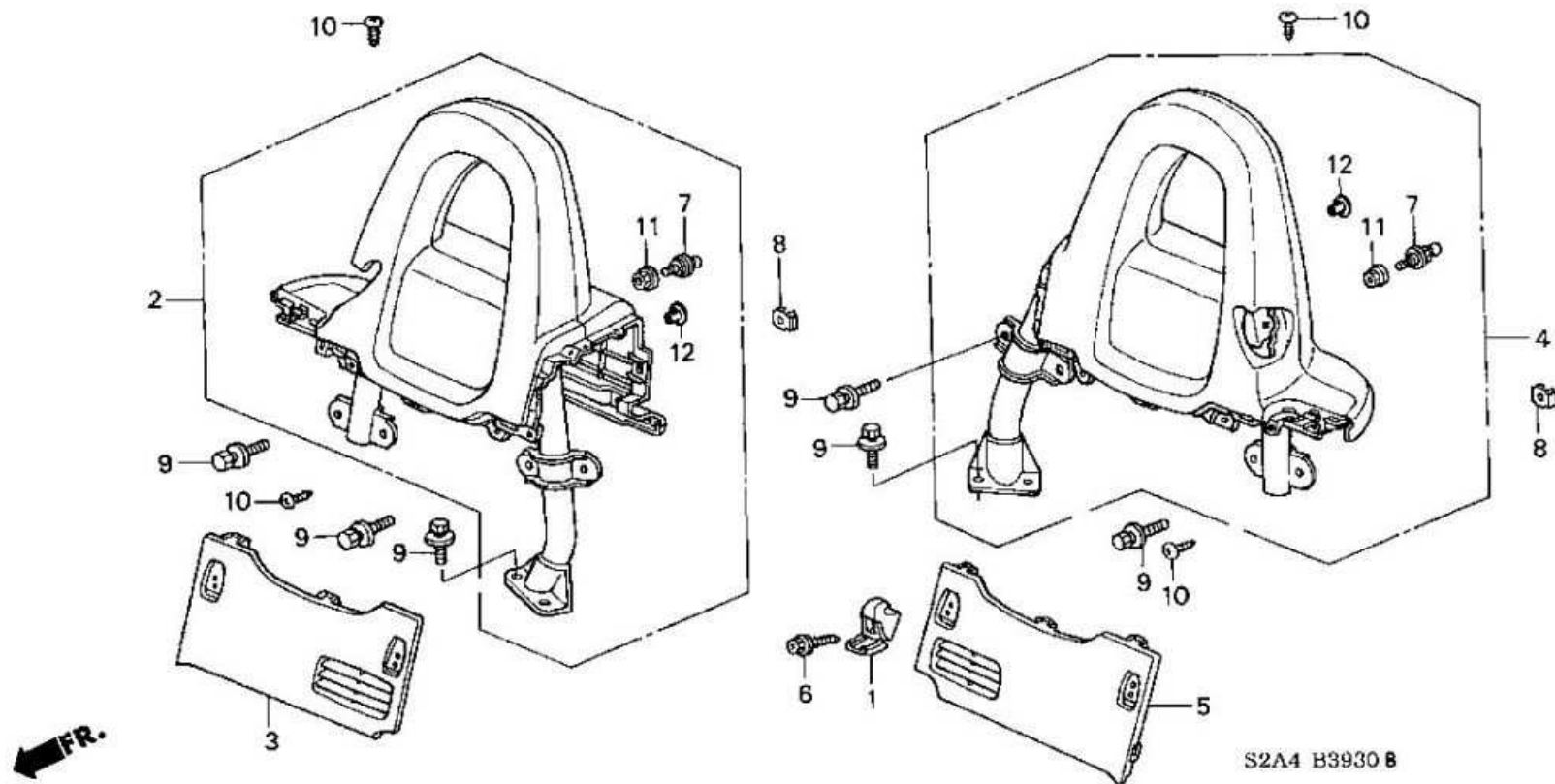


10.JPG Use this picture to note how you want to run the harness loom. Reference picture 03.JPG once again and note item 10/12 as well as the Phillips head screw (item 21). You will definitely have to remove the screw in order to route the harness in this fashion. You may find you have to remove the entire panel if there is any difficulty routing the loom as shown



11.JPG

Once the harness path is laid out, you can now go back and install the front kick panel. However, before doing so, keep referencing images 06.JPG & 07.JPG. Those images actually are using some zip ties to fold the harness on itself, with the main objective being to keep the large rectangular PNP connector as high as possible. If you study the shape of the kick panel itself, you will find that there is very little room at the bottom of the panel, but near the top of the panel, it bows out somewhat. You will need to position the PNP harness connector as high as possible to sit in this location. It may take a few attempts with zip ties to perform this, but the higher you get that connector, the easier the re-installation of the kick panel will become. It's definitely a tight squeeze in there and will take a little patience playing with different ways to route the wires. Referencing back to image 03.JPG, most will find that it may be near impossible to get clip 16 back into position. A removed clip 16 will also be damaged a bit and that makes it more difficult to re-install. You can buy new clips from Honda, however, even with a new clip, it can be difficult to make happen with the extra thickness of the PNP harness crammed in there. In this image 11.JPG, we have the kick panel installed only with clips 17 and 18. When the PNP harness is in the magical position, clip 16 can fit and retain the panel, but it can definitely be a tough feat. If you decide to abandon clip 16 you will find that even without it, the panel is well out of the way of your pedals and will still retain it's function of protecting everything under there.



- **12.JPG** Some people install the EMU unit under the seat or behind the seat. The unit does generate some heat, so it's more ideal to let it get some fresh air. Here we have the unit shown mounted onto the rear lower roll bar cover/vent. The cover is removed by opening the hinges on item 1 and removing the item 6 screws. We then marked and drilled holes in the panel to secure the EMU in place. This is a \$15 part brand new from Honda, so if hesitant about drilling holes in your trim, a new replacement panel is minimal in cost.



13.JPG Once the EMU is mounted, simply plug in the PNP connectors into the unit (like the ECU connectors, there is no two alike EMU connectors, and each has their own designated location; nothing to mess up). Once connected, you will then snap the door sill cover back in place to complete installation.