

Installation Instructions

2000-2005 Honda S2000



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1)

Remove the driver-side doorsill and ECM/kick panel. This installation focuses around the S2000's ECM/ECU, located left of the clutch pedal.

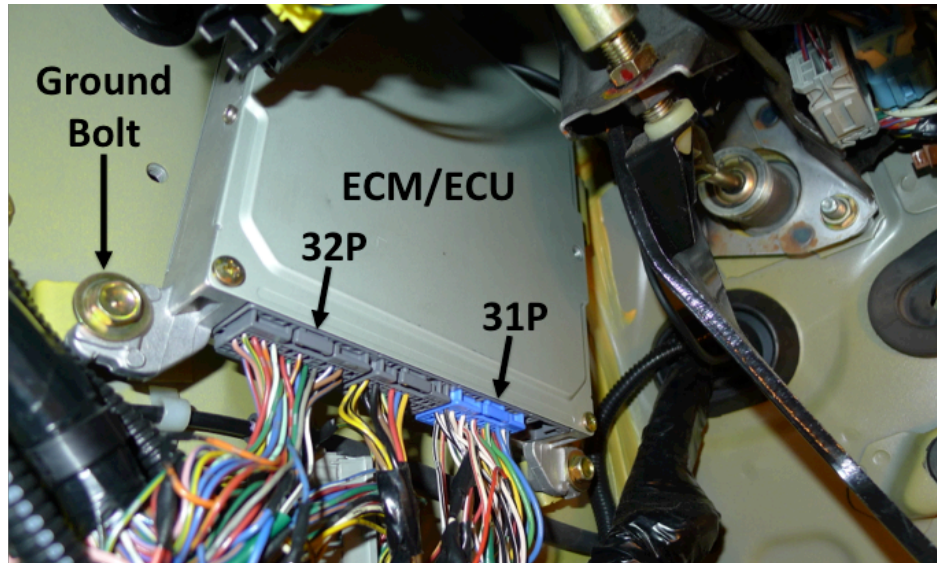


Figure 1 Location of ECM, relevant ECM plugs, and ground bolt.

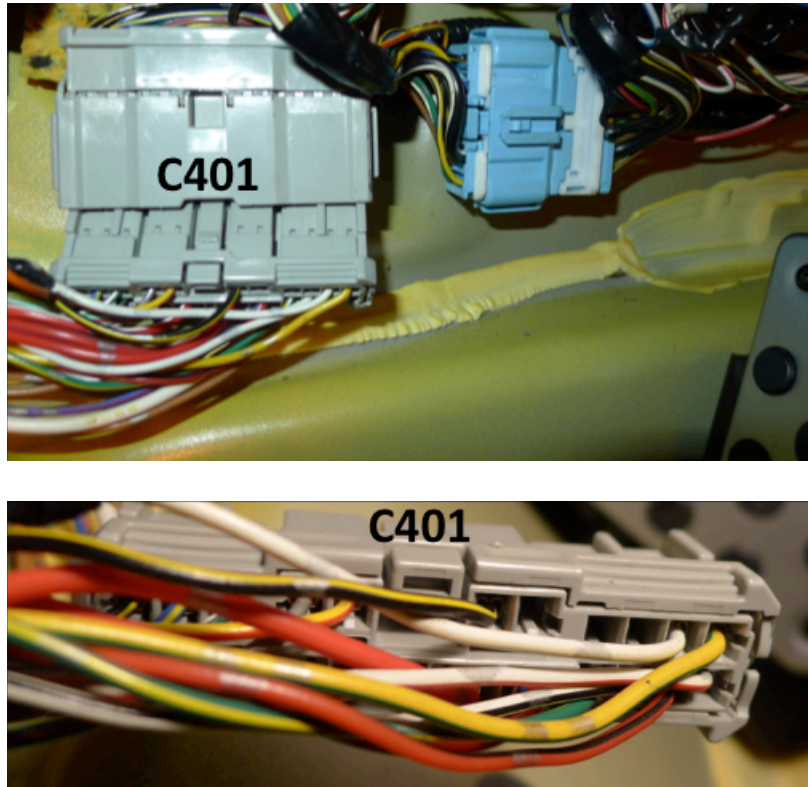


Figure 2 Connector C401 (located under the ECM, use the blue plug as a reference).

2)

Unplug ECM Connectors 32P & 31P and Connector C401, as shown in Figure 1 and 2. Disconnecting 32P and 31P will NOT reset the ECM.

3)

Wire the simulator as shown in Figure 3. As illustrated, the WHT/BLK OEM wire must be cut and the WHT simulator spliced into the side leading into the ECU. The ORN, BLU, and RED simulator wires simply tap the OEM wires. Using the “Ground Bolt” shown in Figure 1, bolt down the ground.

The WHT OEM wire supplies battery voltage to the simulator’s RED wire; if the WHT OEM wire does not read battery voltage, check fuse #15 (10A, “Keyless Entry”) – located in the interior fuse box. If the simulator’s RED wire doesn’t receive battery voltage, CEL P1415 will be thrown.

- Be absolutely sure you have the right wires.
- Crimp or solder all electrical connections.

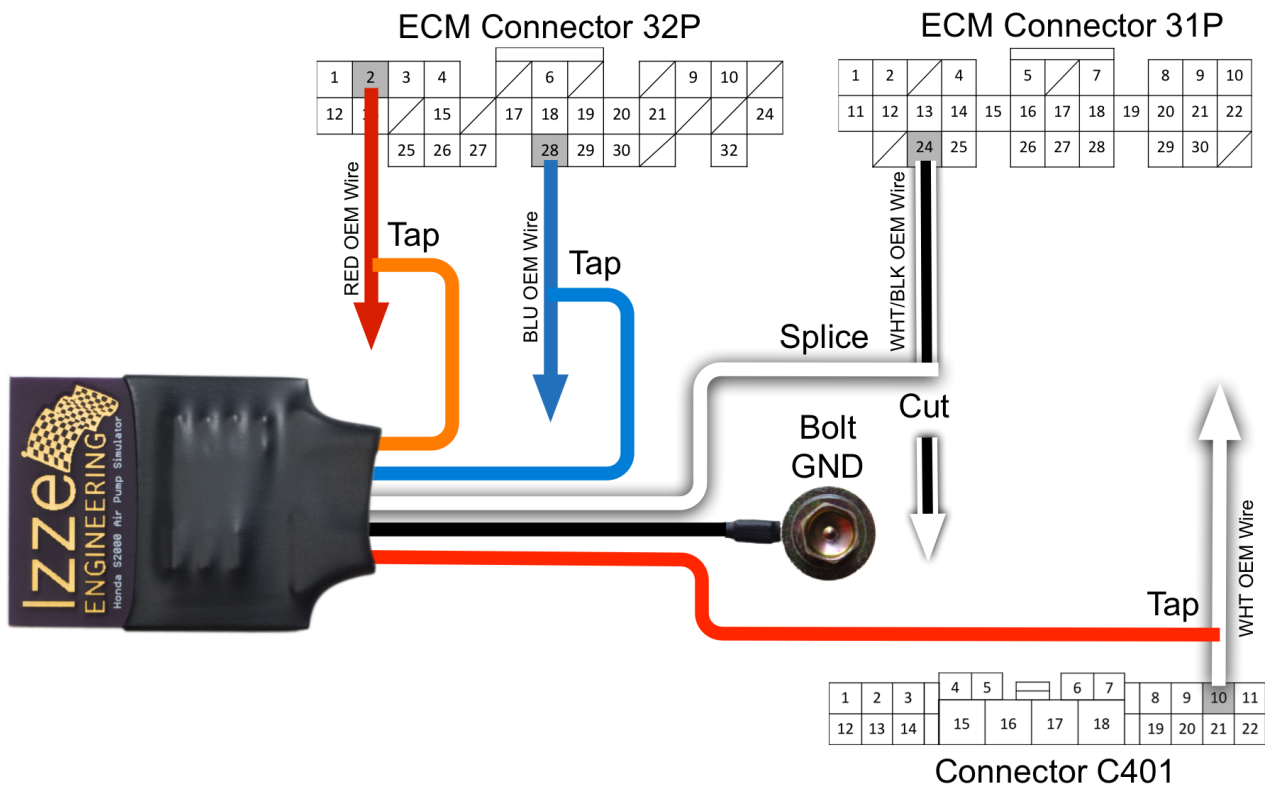


Figure 3 Simulator wiring schematic.

4)

After the wiring is completed, mount the air pump simulator module to a desired location, such as an OEM wiring harness, using the provided zip tie

5)

Once the simulator has been wired, the secondary air injection system is redundant. All of the parts shown in Figure 4 may be removed – if desired.

The air pump & relay is located under the driver side headlight (remove the front bumper or fender liner to gain access). The vacuum tank and solenoid is located behind the OEM air box, and the current sensor is located under the driver side fender liner.

If the air pump system is removed, the intake manifold port (vacuum) and engine air intake port (intake for air pump) must be capped using the supplied caps. These ports are shown in Figure 5.

The air injection valve, annotated in Figure 5, may be left in place and uncapped. The valve will naturally stay closed. It may only be removed if a block-off plate is used.

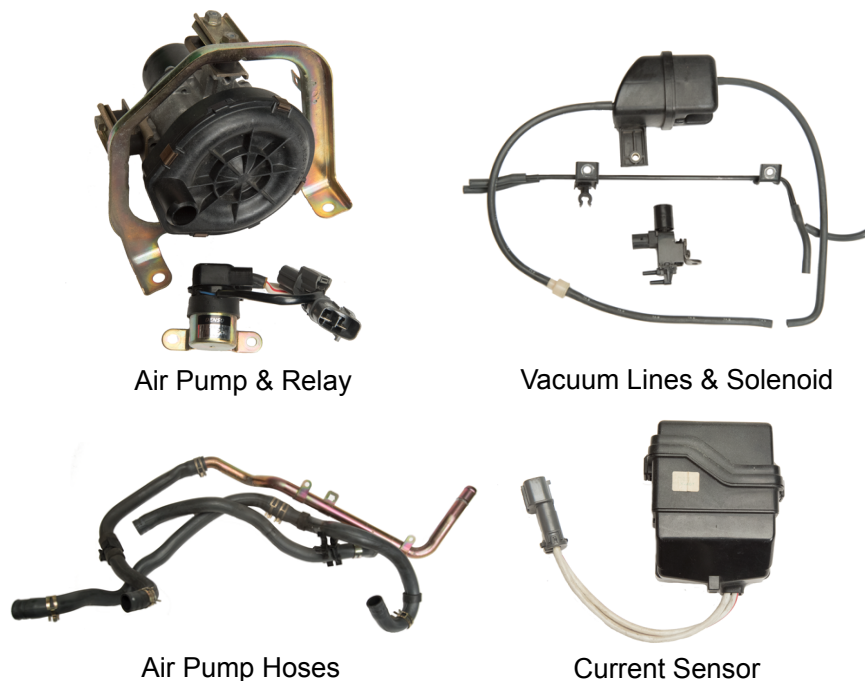


Figure 4 Collection of air pump components that may be removed.

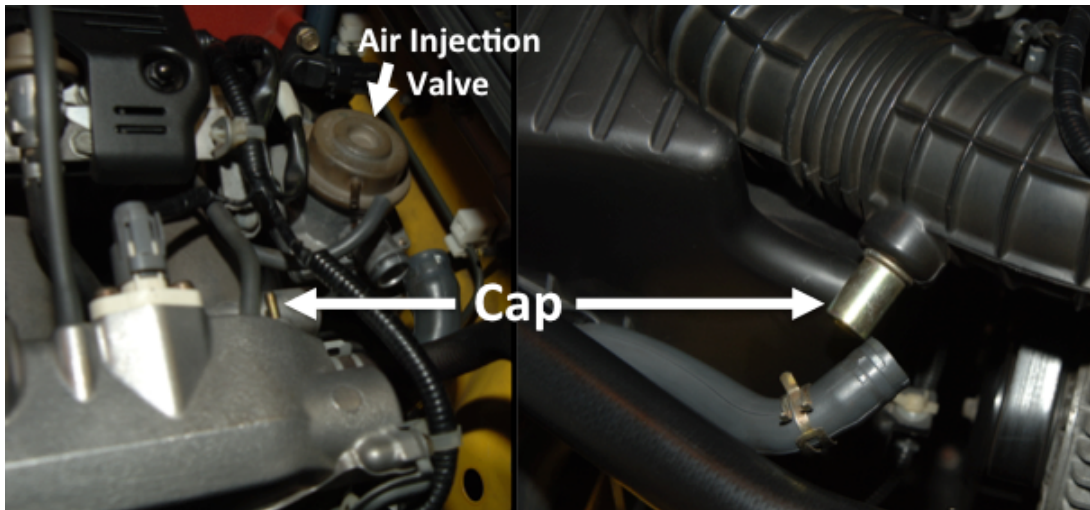


Figure 5 If the air pump system is removed, cap the intake manifold vacuum outlet (left) and engine air intake port (right).

If the car previously had a CEL for the air pump, clear the CEL using an OBD reader (recommended) or by cutting power to the ECU. At least two "cold starts" (engine coolant temperature between 32°F and 158°F) must be performed to reset the secondary air injection system. For each "cold start", let the car idle for approximately 5 minutes.

Please contact us if you have any issues, questions, or comments at:

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