

Wiring Specialties

SR20DET - RB25DET - CA18DET- KA24DE
You install the engine, we wire it up.



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S13 240sx (89-94) Swap Transmission Harness Installation instructions

Thank you for purchasing the Wiring Specialties pre-made wiring harness. Please read these instructions carefully before attempting the installation.

Chassis – USDM S13 240sx 1989 – 1994 including convertible models.

Engine Conversion – JDM S13 and S14 SR20DET, ANY RB20DET, RWD CA18DET.

The Transmission harness is designed to work with multiple engine conversions (SR20DET, CA18DET, and RB20DET). Hence, there are a number of duplicate connectors located on the harness to accommodate for different manufacturing years of the chassis and engine installations. In most cases, unused connectors and wiring should be removed prior to harness installation.

DO NOT CONNECT THE BATTERY CONNECTOR UNTIL ALL ENGINE CONNECTORS HAVE BEEN INSTALLED AND UNNECESSARY CONNECTORS REMOVED

NOTE! We will begin by connecting all the engine and transmission components first then proceed to the connectors that interface with the fuse box and the chassis.

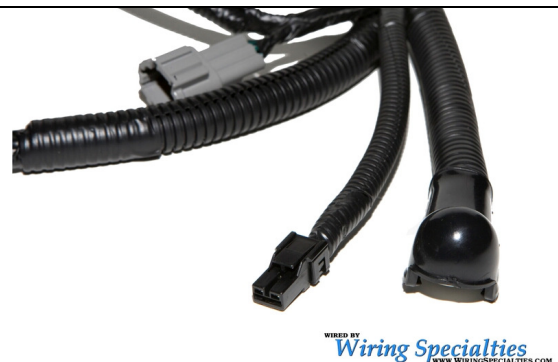
Step1 (Alternator and Oil Pressure)

Connect the Alternator (GREY) connector and the 2-wire grey signal plug to the Alternator. Secure the ground to the casing.
Connect the Rubber covered oil pressure switch to the oil pressure sensor.



Step 2 (Starter)

Connect the starter and solenoid signal connectors to the starter.



Step 3 (Transmission switches)

The SR20DET, CA18DET and RB20DET transmissions have 2 sensors for Neutral and Reverse located in the transmission along with the Speed Sensor. Connect the small Black connector to the Neutral switch in the back of the transmission and the small White connector to the Reverse switch in the middle of the transmission.



Step 4 (Speed Sensor)

The Wiring Specialties Transmission harness is designed to work with OEM S13, S14, CA18 or RB20 speed sensors. Two connectors are present on the harness.

1 – The Grey Ovalish unit towards the back of the harness (image on right TOP) is for use with S14 KA/SR speed sensor.

2 – The Grey Squarish unit closer to the bellhousing of the transmission is for use with S13 KA/SR or RB20 speed sensors.

Connect the correct one to the sensor and remove or tape-off the one unused.

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Step 5 (Alternator feed, Starter signal and sensors)

The three plugs seen in the picture need to be connected to the bottom side of the fuse box of the S13 240sx chassis (across from the alternator). Each connector will only mate to its designated spot, so no mistake can be made. Please ensure that each connector is secured in its location and covered by the dust shield.



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Step 6 (Auto to manual conversion)

The Wiring Specialties Transmission harness is designed to work with an Auto-Manual conversion. The 3-wire connector located by the starter connects to an extension with 2 grey plugs.

For Auto to manual conversions, connect the two Grey extension plugs to the firewall-side of the fuse box, where 4 chassis plugs are located.

For 5-speed swaps, disconnect the auto extension wiring from the harness, remove the 3-wire connector and tape up the remaining wires.



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Step 7 (Battery terminal)

Connect the Battery terminal to the positive side of the battery and connect the two fuse box power feed wires into the red terminal connector.

NOTE!!! The RED 2-Pin connector on the Battery Terminal might be different on some S13 240sx. This is the only unit we have available and if the fuse box wires do not plug in, please re-install your stock S13 RED Connector for an easy hook up.

TRANSMISSION HARNESS INSTALL IS DONE !



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