

Wiring Specialties

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



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S14 240sx (95-98) 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.

The Transmission harness is designed to work with all S14 240sx chassis manufactured from 1995 through 1998 with most JDM 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. In most cases, unused connectors and wiring should be removed.

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 (red) 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.



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Step 2 (Starter)

Connect the starter power and starter solenoid signal connectors to the starter.



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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 connectors to the respective sensors.



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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.

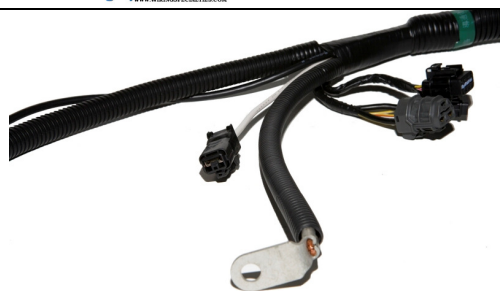
Connect the correct one to the sensor and remove or tape-off the one unused.

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Step 5 (Alternator feed)

There are two alternator feed wires on the WS harness. Only one needs to be used. The 1995 240sx uses the white, single connector wire that connects to the side of the fuse box. The 1996 and up 240sx uses a 90-degree terminal that connects inside the fuse box. Select the correct connector for your application and cut the one not in use.



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Step 6 (Fuse box connectors)

There are two connectors that need to be connected to the bottom of the fuse box on the S14 chassis. An 8-wire black connector and either a 2-wire or 3-wire starter connectors. Select the correct connector for your application and remove (or tape up) the one not in use.



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Step 7 (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 8 (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.

WE ARE DONE!



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