

ZC Specifications

- Spark plugs ~ 88-91 CRX or 89 Integra
- Distributor ~ 88-89 Integra
- Timing belt ~ 88 Prelude Si 2.0 **This is the right one despite what some other ZC sites say**
- Throttle body + TPS ~ 88-91 CRX Si
- Cap and rotor ~ 88-91 CRX or 88-89 Integra
- Head gasket ~ 89 Integra
- Intake gasket ~ 89 Integra
- Exhaust gasket ~ 89 Integra
- Water pump ~ 89-91 CRX
- Oil pan gasket ~ 88-91 CRX or 89 Integra
- Oil filter ~ 89 Integra
- Spark plug wires ~ 89 Integra
- Header ~ the 88-91 CRX header will fit but requires some porting to work properly since the exhaust ports on the ZC are shifted slightly to the side
- Thermostat ~ 88-91 CRX, actually I think most Honda's use the same one
- Rod and Main bearings - 88-89 Integra, I believe the bearings are the same as CRX ones though.
- Pistons ~ 88-89 Integra are exact matches for ZC pistons
- Gaskets ~ the top half of the motor uses an 89 Integra set.

Misc. notes

- Stock ZC rods are said to survive up to about 200hp / 8000rpm's
- Shaving the head .8mm will give a cr of about 10:1 while a shave of 1.4mm gives a ratio of 10.6:1
- The upper timing belt cover on the ZC may rub on the bottom of the hood. Most people solve this problem by just leaving it off. Another solution is to put small 1/8" washers in between the two parts of the drivers side motor mount, this lowers that side of the motor just enough to clear the hood.

Performance

- Stock ZC powered CRX's vary a lot.
- ZC with header, exhaust, throttle body, cold air intake and an Integra ECU have run as fast as the mid 14's to the upper 15's. I guess it all depends on driving skill, condition of the motor, and the person's exaggeration.

Installing a ZC motor into a DX? You'll want this wiring diagram to make life easier.



diagram courtesy of cam@macneil.com

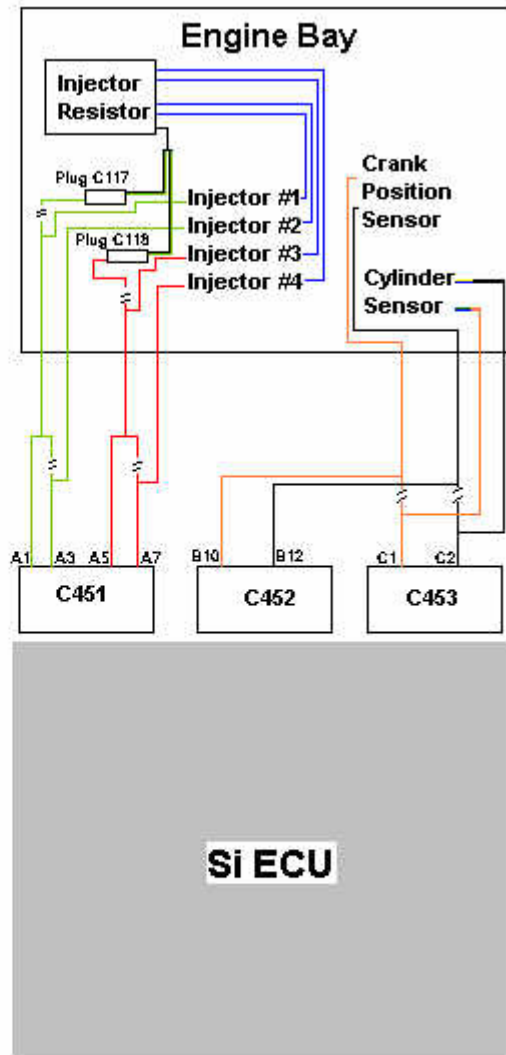
Here's a picture showing which two wires need to be disconnected from the distributor and attached to the exhaust cam sensor.



Follows the DX to ZC wiring conversion by Matt Blodgett from hybird.honda-perf.org

Note: Please read over the write-up found on hybird.honda-perf.org to make sure no mistakes are in this diagram.

DX Wiring Harness



* \parallel is a cut in the wire

* Plug C115 will not be used

* Reverse the green/white and yellow/white wires on the Throttle Position Sensor, because the DX's turns backwards.

* Two lines together denote a multi-colored single wire

