

The ongoing quest for bigger and better inevitably takes the performance freak to a point where he or she just plain needs more cubic inches. With the ever-popular Honda Civic, this means dropping in a Prelude H22 'big block' to get some low end jam out of the lightweight ride.



We have once again enlisted the assistance of IAC to help us make the jump from the sub two-liter world way on up to 2.2 liters of torque-enhanced performance. The swap was greatly simplified thanks to the use of an ENJO motor mount kit for the H22. This kit will work with 1992-1995 Honda Civics, and requires minimal cutting. The ENJO kit uses urethane bushings. This ensures the engine remains stable while being brought under load.

The donor engine came from a full front clip. A clip is everything from the doorjamb forward. The clip is dropped off, and the required components (engine, transmission, wiring, sensors, etc.) are stripped out and transplanted into the Civic. IAC upgrades the swap with the installation of a brand new Centerforce clutch, water pump, an AEM cold air in-take, spark plugs and wires and a new timing belt. This eliminates the need to go back into the engine bay for quite some time to perform maintenance.

Once the engine is in place and running, IAC not only road tests the car, but performs an emissions test to ensure the car is running within factory tolerances. This also serves to double check that all the sensors are wired correctly and operating within tolerance.

Some of the more mundane steps have been omitted (like disconnecting sensors, cables, vacuum and fuel lines) to prevent this from taking up to five pages, but there is more than enough left to give you a good idea of how simple the process is.



### Installation Steps:

1. The stock motor at home...
2. ...has given up its real estate for a stronger motivator.
3. The donor motor ready to go in.
4. The ENJO mount kit.
5. The rear mount bolted into place just ahead of the firewall.

