

Cabriolet Engine Swap Guide

Existing Engine	Swapping To	Fuel System / Engine Mngt.	Parts Required	Notes
8V Swaps				
1.6L/1.7L/1.8L, 8V	1.8L, 8V JH	CIS to CIS	Engine (fuel pumps, fuel distributor if replacing 1.5-1.7L)	Straight swap into any year CIS Cabriolet. Remember that 1988-1989 JH engines have hydraulic lifters and cylinder heads.
1.8L, 8V JH	1.8L, 8V 2H	CIS to Digifant	Complete engine Wiring ECU Fuel pumps Fuel filter	Not a straight swap due to the fuel injection systems. OBD I management is used with Digifant I.
1.8L, 8V 2H	1.8L, 8V 2H	Digifant to Digifant	Engine	Straight swap into any year 2H Cabriolet. OBD I management is used with Digifant I.
1.8L, 8V 2H	1.8L, 8V JH	Digifant to CIS	Complete engine Wiring Jetronic ECU and all other related components Fuel pumps Fuel filter	Not a straight swap due to the fuel injection systems.
1.8L, 16V Swaps				
1.8L, 8V JH	1.8L, 16V	CIS to CIS or CIS-E	Complete engine Larger (stock) air flow sensor 16V pressure plate Splice motor's wiring harness into existing harness	WUR/CPR mounts to driver's side of 16V's cylinder head. Runs better with CIS-E. Scirocco 16V system is best; straight swap. A2-based 16V systems will require custom exhaust down-pipe and relocation of fuel lines to passenger side or use of Scirocco in-take.
1.8L, 8V JH	1.8L, 16V	CIS to Digifant II	Complete engine 16V pressure plate Splice motor's wiring harness into existing harness	Scirocco 16V system is best; straight swap. A2-based 16V systems will require custom exhaust down-pipe and relocation of fuel lines to passenger side or use of Scirocco in-take.
1.8L, 8V JH	1.8L, 16V	CIS to CIS-E	Complete engine Fuel distributor Fuel pressure regulator Fuel rail, engine sensors ECU Knock box Wiring harness 16V pressure plate Splice motor's wiring harness into existing harness	Scirocco 16V system is best; straight swap. A2-based 16V systems will require custom exhaust down-pipe and relocation of fuel lines to passenger side or use of Scirocco in-take.
2.0L, 16V Swaps				
1.8L, 8V JH	2.0L, 16V	CIS to CIS or CIS-E	Complete engine Larger (stock) air flow sensor 16V pressure plate Splice motor's wiring harness into existing harness	WUR/CPR mounts to driver's side of 16V's cylinder head. Runs better with CIS-E.
1.8L, 8V JH	2.0L, 16V	CIS to Digifant II	Complete engine 16V pressure plate Splice motor's wiring harness into existing harness	

1.8L, 8V JH	2.0L, 16V	CIS to CIS-E	<p>Complete engine Fuel distributor Fuel pressure regulator Fuel rail Engine sensors ECU Knock box Wiring harness 16V pressure plate</p> <p>Splice motor's wiring harness into existing harness</p>	
1.8L, 8V JH	2.0L, 16V ABA	CIS to Motronic/ OBD I	<p>Block: OBD1 ABA Crank: OBD1 ABA Crank Bearings: ABA Connecting Rods: OBD1 ABA Pistons: 2.0L 16V Rod Bearings: ????</p> <p>Head: 1.8L 16V or 2.0L 16V Oil Pan: ABA Head gasket: ABA or 2.0L 16V Throttle Body: G60 or Automatic 16V Intake Manifold: 1.8L 16V or 2.0L 16V Timing Belt: Eurosport ABA 16V Idle/Tensioner Pulley: 9A 2.0L 16V Oil Pump: 2.0L 16V Oil Pump Drive: 2.0L 16V Water Pump: 2.0L 16V Water Pump Pulley: 2.0L 16V Crank Pulley: 2.0L 16V Alternator: 2.0L 16V Alternator Pulley: 2.0L 16V Alternator Belt: 2.0L 16V Intermediate Shaft: 2.0L 16V Fuel Pump: CIS Fuel Filter: CIS Fuel Pressure Reg.: G60 Spark Plugs & Wires: 16V Distributor: 16V Distributor Block Off: TT block-off plate</p>	<p>Optional Parts:</p> <p>For High Boost Forced Induction: ABA pistons/ABA Rods For Mild Boost Forced Induction: 9A pistons/ABA Rods For High Compression: ABF Pistons/ABA Rods For Stroker: 9A Pistons/TDI Crank</p> <p>If you're wanting to run MK3 accessories: Mk3 tensioner bracket Mk3 alternator ABA crank pulley, machined down Non Power Steering Kit Power Steering Kit</p>
VR6 Swaps				
1.8L, 8V	VR6	CIS or Digifant to Motronic/OBD I	<p>Complete engine Transmission VR6 wiring harness Stiffer front suspension Custom intake & exhaust Tach adapter Bigger brakes 100mm drive shafts/hubs Relocate battery to trunk 91+ octane gasoline</p>	<p>Will require custom fabrication of all motor mounts; subframe will require reinforcing.</p> <p>Oil pan will sit low to the ground; lowering suspension not recommended for daily drivers.</p> <p>VR6 wiring harness requires splicing into existing CE1 harness.</p> <p>This swap is do-able and has been done, but is not recommended for first-time DIYers.</p>

The content on these pages is for general information/entertainment purposes only; it is to be used only as a guide. It is up to you and/or your mechanic to verify what specific parts and work is required to perform your swap. Cabby-Info.com and KamzKreationz is not responsible for you, your car, your errors, or your economic losses resulting from your use of this information.