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INSTALL TIME: 3 hours
DIFFICULTY: 2 out of 5

Busted JDM

INSTALLING A JDM FRONT END CONVERSION ON JDM WONG'S EF

Since *Super Street's* JDM Wong won't rock anything non-JDM spec, when he asked us to build him an EF, who'd have thought he'd have it any differently? While he'd love to have a \$30,000 EF as his daily driver, he made the mistake of asking the penny-pinching crew at *Project Car* to build it for him. Lost in "lala land," JDM Wong tossed us

the keys thinking we heard what he said; instead we ignored his words and decided a budget JDM conversion was our best option. After some searching we discovered that Password:JDM had a complete used JDM front-end conversion that just happened to be white. So we swooped their front-end swap that consisted of a JDM hood, fenders, headlights, corner lights and front bumper. To finish off the budget



01 JDM or bust, this is everything we got from Password:JDM to convert the front of our EF to Japanese specs.

build we also hit up N1 Concepts for their JDM "T"-bar and G-Spot Automotive for a rear finishing garnish that added the much needed "VTEC" to our Si's tailend. Read on as we set out to show you a JDM swap on a budget.

TOOLS NEEDED: Ratchet, extensions, sockets (10 and 12mm), Phillips and flatblade screwdrivers, wire cutters/strippers, electrical connectors, Helpful tools: Test light or voltmeter

Parts List	MSRP	HOOK UP
JDM SIR Front End Conversion	\$950	\$850
JDM Rear Center Garnish	\$200	\$175
JDM "T"-bar	\$85	\$75
OEM GSR Wheels and Tires (From Project Sleeper)	SN/A	SN/A
TOTAL	\$1,235	\$1,100

JDM Front End Cont...



02 We started the process by removing the hood, to do so you'll need to back out the two (on each side) 10mm hinge bolts.



03 Don't forget to disconnect the windshield squirter tubes too.



04 Next up is the front bumper. Start the process by removing the two 10mm lower bolts.



05 Inside the fenders are a pair of Phillips screws, go ahead and remove them.



06 Now move to the front of the car and use a Phillips screwdriver to pop the blinkers out.



07 Carefully slide the blinkers out of the bumper and then disconnect the plug.



14 At this point you will have access to the headlights. Start by removing the two 10mm upper bolts.



15 Now remove the lower pair of 10mm bolts and carefully pull the headlights forward. Be careful not pull too far because the bulbs are still connected.



16 Unplug the bulbs and the USDM headlights are out. Note: the USDM headlights have dedicated high and low beams, unlike the JDM units. The inner bulb is the high and the outer the low.



09 After the bumper is gone the corners are next. Remove the Phillips screw, then slide the corners forward and out.



10 Unplug both the running and blinker lights. Take note there are two plugs on the USDM corner light.



11 Now the bumper filler panel has to come off, start by removing the 10mm bolts located underneath the corner lights.



17 Moving on to the fenders you'll need to start by removing the mudflaps and the three Phillips screws holding them in place.



18 The inner fenders are held in place by these plastic body fasteners.



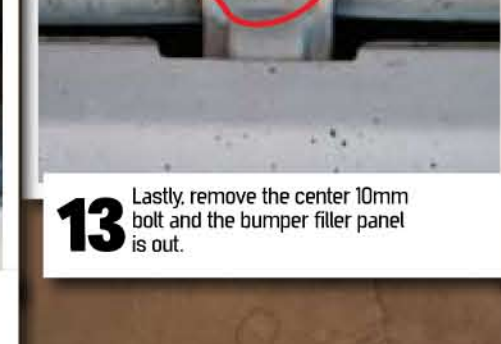
19 There are three fasteners inside the fender remove them using a Phillips screwdriver and slip the inner fender out.



12 Next, remove the 10mm bolts located below the headlights.



13 Lastly, remove the center 10mm bolt and the bumper filler panel is out.



20 Now remove the three 10mm upper-fender bolts.



21 Just behind the location where the bumper filler panel attaches is a 10mm bolt that also needs to be removed.



22 Open the door to gain access to the upper rear 10mm fender bolt.



23 With the door still open, remove the lower 10mm bolt.



26 We ran our extension alongside a factory cable and zip-tied it out of the way.



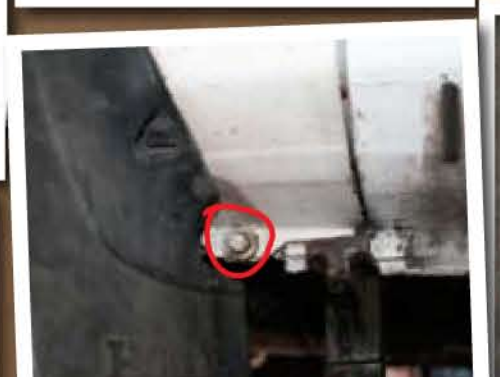
27 Once your wire extension is securely tucked away, go ahead and install the JDM fenders in the reverse order of the USDM's removal.



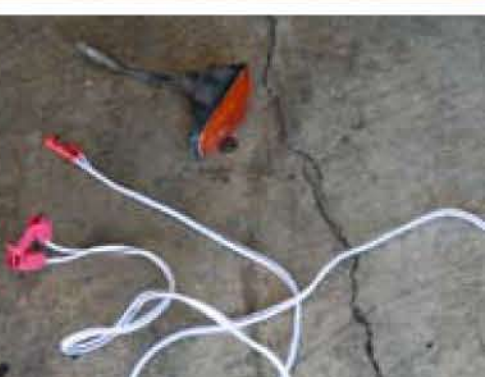
28 The JDM headlights use a single H4H bulb instead of the USDM's 9005 and 9006 bulbs. You will need to modify the OEM harnesses to make them work with the single-bulb JDM headlights.



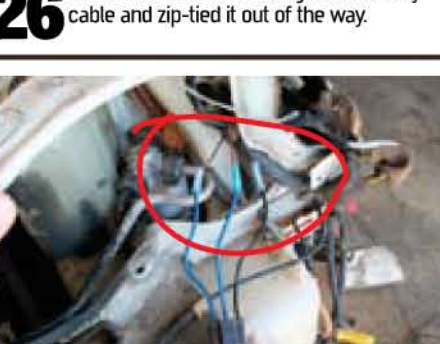
29 We used a test light to decipher which color wires corresponded with the high and low beams. Once you've confirmed the high/low beams, combine the negatives from the two U.S. harnesses (high and low) to the single negative on the JDM connectors. Connect your new H4H plugs to the JDM headlights and re-install them in the reverse order of removal.



30 The marker wire extension you made earlier can either be connected to the running light or the blinker. Pair the negative and positive on your wire extension to the appropriate wires on the desired OEM plug. Note: Check your local laws for the legality of connecting the side marker to your running lights.



31 After you've decided whether you're using the blinker or the running light, connect the corner light and reinstall it in the reverse order of removal.



32 It's hard to tell the difference but if you look closely, you can see the single bulb in the JDM unit on the right and the doubles in the USDM headlight on the left.



33 Begin re-installing the front bumper with the two 12mm bumper bolts on either side.



34 Install the two Phillips screws in the fenders.



38 We removed the USDM T-bar and replaced it with the JDM unit. There are four 10mm bolts up top and one at the bottom of "T".



39 Now that the hood closes, the JDM front conversion is done. To the untrained eye it looks stock.



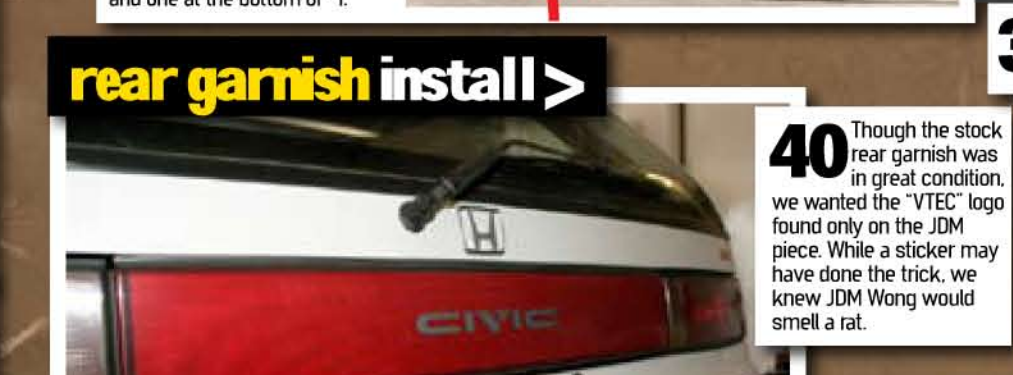
35 Reinstall the two 10mm bolts underneath and the JDM bumper is on.



36 At this point we installed the JDM hood. We thought if we were done until we realized it wouldn't close. This shows the difference in fitment using the JDM hood and the USDM T-bar. As you can see, the JDM hood latch is farther forward than the USDM unit.



37 Note the differences between the JDM (black) and the USDM (white) T-bars. The latch is farther forward on the JDM unit.



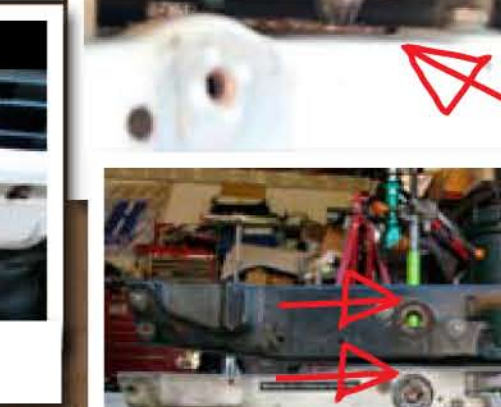
40 Though the stock rear garnish was in great condition, we wanted the "VTEC" logo found only on the JDM piece. While a sticker may have done the trick, we knew JDM Wong would smell a rat.



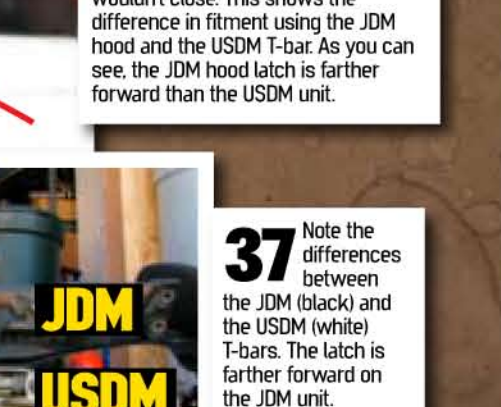
41 VTEC or non-VTEC? Mad VTEC yoi!



42 Remove the six 10mm nuts that hold the center garnish in place.



43 Now gently pry the OEM garnish away from the body, being careful not to break it (like we did).



44 Install the JDM unit in the reverse order we just showed you and you're done.



45 While CFO Will was grubbin' down a burrito, we snuck into his garage and stole Project Sleeper's wheels. Cheap is good, but free is better.



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SOURCES:
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