

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 | |

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|------------------|------------------|--------------------------------------|---|---|
| 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.