

93 civic manual conversion



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Book Descriptions:

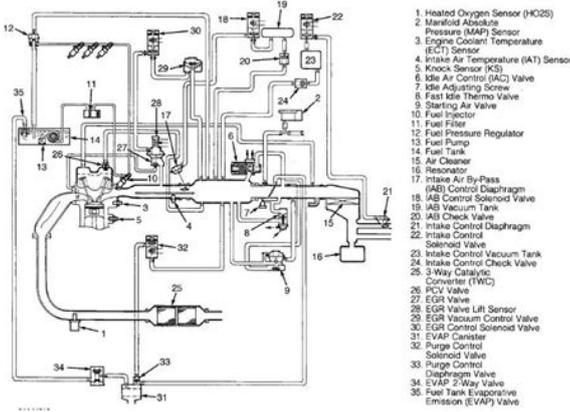
93 civic manual conversion



Designed to fit all B and D series motors with hydraulic transmission. Designed to fit all B series motors with Hydraulic transmission. Conversion to Cable Transmission Mount B Series. Designed to fit all Bseries motors with CABLE TYPE TRANSMISSION. Hardware is included to control the cable transmission. Unique notear vibration minimizing bushings.Designed to fit all B series motors with cable transmission. Unique notear vibration minimizing bushings. Please try again.Please try again.In order to navigate out of this carousel please use your heading shortcut key to navigate to the next or previous heading. Full content visible, double tap to read brief content. Please try your search again later.This Is By Far The Best In Quality And Affordability. This Motor Mount Made from the Highest Quality Steel, Sand Blasted and Powder Coated to prevent from rust and corrosion. Durable solid bushings to prevent engine vibration and reduce wheel hop, allows more energy to be directed to the wheels and can support up to 800HP. Bolt on, No cutting or welding required. This mount kit comes with a LIFETIME WARRANTY. There is nothing else out in the market that can compare to these mounts, they look great and work perfect!! NOTE This item does not include any installation instructions, Professional installation is highly recommended, No installation bolts included. Why pay more for products. Let MMR Performance provide you with great quality performance products for an affordable price. Never overpay again!!!To calculate the overall star rating and percentage breakdown by star, we don't use a simple average. Instead, our system considers things like how recent a review is and if the reviewer bought the item on Amazon. It also analyzes reviews to verify trustworthiness. Please try again later. For a better experience, please enable JavaScript in your browser before proceeding. It may not display this or other websites correctly. You should upgrade or use an alternative browser.<http://gestmase.com/media/images/enfield-rifle-manual.xml>

- **93 civic manual conversion, 93 civic auto to manual conversion.**

Fig. 2 Vacuum Diagram W/O Components (H22A1 & H23A1 Engines)
Courtesy of AMERICAN HONDA MOTOR CO., INC.



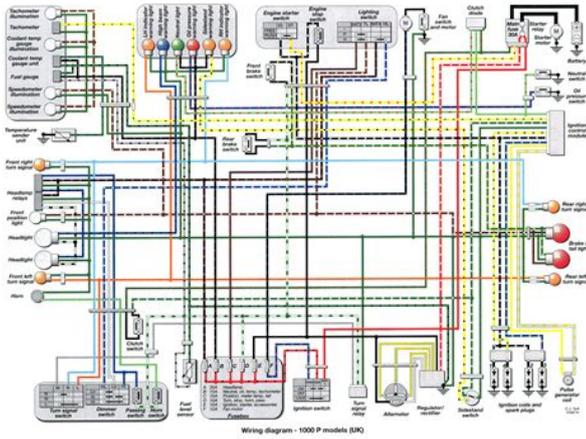
To get you going, heres a parts list. Keep in mind that is for a 6th gen. Heres another informative link. Lots of information out there, already documents. Research first, then ask any specific questions you may have. To get you going, heres a parts list. Keep in mind that is for a 6th gen. Heres another informative link. Lots of information out there, already documents. Research first, then ask any specific questions you may have. Amazon and the Amazon logo are trademarks of Amazon.com, Inc, or its affiliates. For a better experience, please enable JavaScript in your browser before proceeding. It may not display this or other websites correctly. You should upgrade or use an alternative browser. This list pertains to 9600 Civics only. Its basically the same for 9295 Civics, but different mounts are needed. Can be any DSeries SOHC tranny, and HAS to be hydraulic. Cable WILL NOT work. When you find a tranny, MAKE SURE the mainshaft has absolutely no play in it. If it has any kind of play whatsoever, dont buy it. It will have a bad input shaft bearing, and they are a pain to fix. The shafts are different lengths between the autos and 5spds. I would bench test it before installing it to make sure it works. The auto ones are completely different than the 5spd ones. Either eBay them, or check online forums. If you end up getting your tranny out of a junkyard, usually they are still attached to the tranny. You can reuse the same rear tbracket, and the actual mount that bolts to the frame on the tranny side. They are the same for both auto and 5spd. Shift Linkage If the tranny dosenty come with any linkages, youll need them. It connects the tranny to your shifter. They are usually not hard to find. They are usually not hard to find. Best place to find them is online forums. The speed sensor is a 3 wire plug, and is located on the top, back area of the transmission above where the axles go in the tranny. <http://www.kovovyroba-priese.cz/media/images/upload/enfocus-switch-12-manual.xml>



The reverse sensor is a 2 wire plug looks just like a o2 sensor plug, and is on top of the tranny, about center of the tranny. Clutch Master Cylinder Bolts to the firewall, to the side of the brake master

cylinder. Can be had from either a parts store, online forum, or junkyard. Junkyard or forums will be your cheapest route. Im not sure if the 9295 Civic ones are the same as the 9600 Civics, so Id just look for a 9600 one. And the best thing about buying it new, is that they usually have some kind of warranty. Agian, should be the same for all 9200 Civics. Clutch Lines Youll need both the metal hard lines, and a soft rubber line. Best place to get them is a junkyard. Just make sure you get ALL the lines, from the clutch master cylinder, to the clutch slave cylinder. Make sure theyre not rusted tho. You dont want leaky clutch lines. Or you can make your own lines, out of metal brake lines. Usually if your getting a clutch pedal, the brake pedal is included. I got mine from a junkyard, but online forums are a good place to get them too. Ebay is a good place to find the clutch kit, and either junkyard or search online forums for the flywheel. You will also need 5spd flywheel bolts, as the auto ones are too short. Be sure to get 6 or so pressure plate bolts as well. Id suggest going that route for those. Just find any shift boot for a 9600 Civic you like, and shifter for 9200 Civic you like, and any shift knob for any 9200 Civic you like. ECU Youll need a new, 5spd ECU. If your car is 9698, youll need an OBD2a 5spd ECU. If your car is 9900, youll need a 5spd OBD2b ECU. For tranny fluid, you can either use regular 5w30 or whatever you prefer motor oil, Honda has their own specific synthetic tranny fluid, or you can use Penziol SyncroMesh its what I personally use, and it got rid of my 5th gear grind. Once you have your hole cut out, youll need to cover it up to keep out any unwanted heat, and dirt and whatnot.

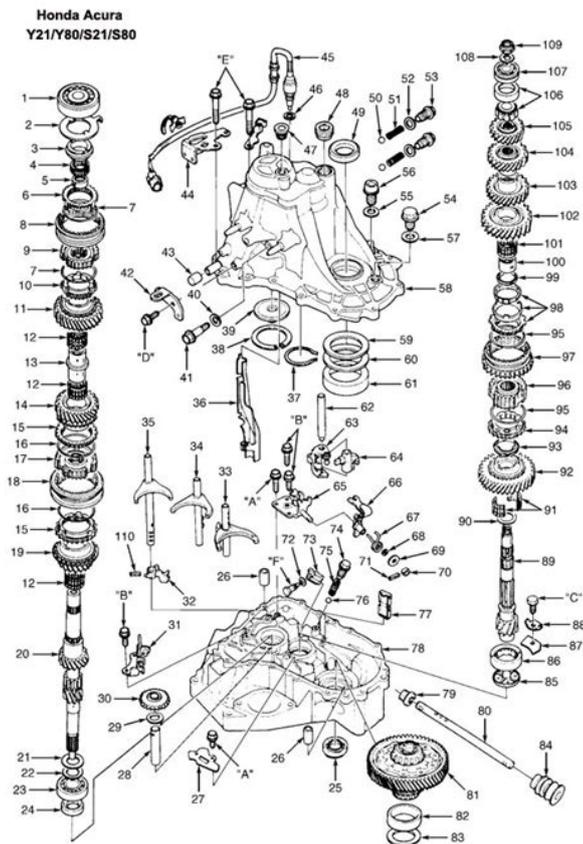
Sheet metal works great, along with JB Weld or something similar to weld it to the floor. Axles are the same between auto and 5spd. Nothing needs to be done, suspension wise. Just remove the current ones from the tranny, and reinstall them once the trannys been replaced with the 5spd unit. Thats just a quick list off the top of my head. Agian, this list pertains to 9600 Civics only as you need different rear T bracket and other mounts for 9295 Civics. Hope this helps alot of you guys out. Ive done 2 5spd conversions, one of them including my own Civic. After the conversion, the car runs just as strong as it did when it was auto. You will have so much more control of your car after you do the conversion. If anyone has any questions, comments, ect, please feel free to ask, Im trying to help my fellow CCers here. Here is a very rough overview on how to do the swap. Again, this isnt a howto, nearly a off the top of my head run through of it. Its really not all that hard to do it yourself. Grab a few friends, and go at it. If you have even SOME kind of mechanical skills, then your good. The hardest part, is the wiring. Unbolt the support brackets that connect the tranny to the bottom of the block Remove torque converter bolts Unbolt tranny, and remove. Remove auto flywheel, install 5spd flywheel with new bolts Install clutch and pressure plate. Install 5spd tranny. Remove old auto shifter assembly Cut windage tray from old auto shift cable. Drill holes for new shift linkage holes are already marked, they just need to drilled out. Wire up reverse lights, and cross a few wires so the car thinks its in neutral the entire time so it can be started and key can be removed. Install new shift boot, and shift knob shifter should be attached to linkage already. Replace interior. Rewire IACV if need be Replace auto ECu with 5spd unit. Start car up and drive away.



<http://www.raumboerse-luzern.ch/mieten/bose-gc15-manual>

IACV Repinning Due to people PMing me which I dont mind asking for help with the IACV situation, here are links on how to repin the ECU harness for the 3 to 2 wire IACV conversion. 9698 OBD2a 9900 OBD2b You need directions to my place, or what If you have a auto y7 and swap to a 5spd y7, it keeps the same manifold setup and IACV setup. Plus, this is only a parts list, not a HowTo. It took us about a week of working on it after work sometimes til the wee hours of the night. It sounds like you covered it well. The only thing you left out though was bandaids and sheetrock mud to fix the holes from pissed off flying tools. I aquired a 95 gsr motor out of it but will never do it again. My advice is just trade the car for one thats already manual. It took us about a week of working on it after work sometimes til the wee hours of the night. It sounds like you covered it well. The only thing you left out though was bandaids and sheetrock mud to fix the holes from pissed off flying tools. I aquired a 95 gsr motor out of it but will never do it again. My advice is just trade the car for one thats already manual. The only issue I ran into was a siezed tranny bolt. Once that came free, the rest was easy. Amazon and the Amazon logo are trademarks of Amazon.com, Inc, or its affiliates. We are still open for business. Menu 0 We are still open for business. NOTE It is strongly recommended that all installs be done by a mechanic or automotive specialist. Mounts CAN NOT be returned or swapped out after they have been bolted down revealing bolt impressions. Although Innovatives bushings are made to absorb engine vibration, you may still notice slight vibration depending on your engines series and HP. Although Innovatives bushings are made to absorb engine vibration, you may still notice slight vibration depending on your engines series and HP. By switching to stiffer mounts without the fluid reduces wheel hop and increases driving response.

<https://www.dulamari.com/images/canon-ip90-parts-manual.pdf>



NOTE It is strongly recommended that all installs be done by a mechanic or automotive specialist. Mounts CAN NOT be returned or swapped out after they have been bolted down revealing bolt impressions. Although Innovatives bushings are made to absorb engine vibration, you may still notice slight vibration depending on your engines series and HP. Shifter cable adapter for installing the 6speed transmission from a 0206 Integra RSX Type S in any 0005 Toyota MR2 Spyder originally equipped with manual transmission. Weight 5lbs NOTE It is strongly recommended that all installs be done by a mechanic or automotive specialist. Mounts CAN NOT be returned or swapped out after they have been bolted down revealing bolt impressions. Although Innovatives bushings are made to absorb engine vibration, you may still notice slight vibration depending on your engines series and HP. Although Innovatives bushings are made to absorb engine vibration, you may still notice slight vibration depending on your engines series and HP. By switching to stiffer mounts without the fluid reduces wheel hop and increases driving response. Mounts CAN NOT be returned or swapped out after they have been bolted down revealing bolt impressions. Although Innovatives bushings are made to absorb engine vibration, you may still notice slight vibration depending on your engines series and HP. By switching to stiffer mounts without the fluid reduces wheel hop and increases driving response. NOTE It is strongly recommended that all installs be done by a mechanic or automotive specialist. Mounts CAN NOT be returned or swapped out after they have been bolted down revealing bolt impressions. Although Innovatives bushings are made to absorb engine vibration, you may still notice slight vibration depending on your engines series and HP. By switching to stiffer mounts without the fluid reduces wheel hop and increases driving response. NOTE It is strongly recommended that all installs be done by a mechanic or automotive specialist.

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Mounts CAN NOT be returned or swapped out after they have been bolted down revealing bolt impressions. Although Innovatives bushings are made to absorb engine vibration, you may still notice slight vibration depending on your engines series and HP. By switching to stiffer mounts without the fluid reduces wheel hop and increases driving response. To perform a K24 swap when using this kit, your Insight must have a stock automatic chassis. NOTE It is strongly recommended that all installs be done by a mechanic or automotive specialist. Mounts CAN NOT be returned or swapped out after they have been bolted down revealing bolt impressions. Although Innovatives bushings are made to absorb engine vibration, you may still notice slight vibration depending on your engines series and HP. By switching to stiffer mounts without the fluid reduces wheel hop and increases driving response. NOTE Although this kit will work with K24 engines, you must use the K20 manual transmission in order to fit this kit correctly. NOTE This kit will not work with K20 engine conversions. In order to perform a k24 engine conversion, your Insight must have come stock with a manual transmission. Mounts CAN NOT be returned or swapped out after they have been bolted down revealing bolt impressions. Although Innovatives bushings are made to absorb engine vibration, you may still notice slight vibration depending on your engines series and HP. NOTE This kit does not include the brackets necessary for the complete engine mount conversion. Mounts CAN NOT be returned or swapped out after they have been bolted down revealing bolt impressions. Although Innovatives bushings are made to absorb engine vibration, you may still notice slight vibration depending on your engines series and HP. NOTE This kit does not include the brackets necessary for the complete engine mount conversion. Mounts CAN NOT be returned or swapped out after they have been bolted down revealing bolt impressions.

Although Innovatives bushings are made to absorb engine vibration, you may still notice slight vibration depending on your engines series and HP. Cooling Hoses Radiator Caps Radiators More. Drivetrain Axles Shifter Cables Shifter Assemblies More. Electronics ECU Tuners Sensors Wiring Harnesses More. Engine AC Kits Engine Dress Up Motor Mounts More. Exhaust Exhaust Systems Headers Mufflers More. Fuel Fuel Lines Fuel Pressure Regulators Fuel Rails More. Intake Air Intakes Throttle Bodies Universal Filters More. It also places the engine at a straight shot to your hubs ensuring that your axles are not misaligned. Each mount is manufactured from 6061T6 billet aluminum and kept within specifications utilizing CNC milling machines capable of maintaining tolerances as tight as .0001". Like all Hybrid Racing products, Innovative Mounts are used on our personal cars and are abused regularly. We are positive you will be excited not only about your mounts but about the service you receive from us. With a devout devotion to customer service and support, we have built a customer base that expands the globe. Each mount features notear tapered polyurethane bushings. This taper eliminates interference between the mount and chassis minimizing vibration throughout the car. The rubber usually has two or more sections that meet in the center to hold the center pin. The Innovative mounts us a unique polyurethane bushing unlike other kits on the market. The bushings are solid, will never wear or break, and come with a lifetime warranty! The options available are as follows These are near solid and offer minimal engine

movement. It also places the engine at a straight shot to your hubs ensuring that your axles are not misaligned. Each mount is manufactured from 6061T6 billet aluminum and kept within specifications utilizing CNC milling machines capable of maintaining tolerances as tight as .0001".

<http://counterreaction.net/wp-content/plugins/formcraft/file-upload/server/content/files/162754d6fc3fe7---brother-p-touch-2600-manual.pdf>

Like all Hybrid Racing products, Innovative Mounts are used on our personal cars and are abused regularly. We are positive you will be excited not only about your mounts but about the service you receive from us. With a devout devotion to customer service and support, we have built a customer base that expands the globe. Each mount features notear tapered polyurethane bushings. This taper eliminates interference between the mount and chassis minimizing vibration throughout the car. The rubber usually has two or more sections that meet in the center to hold the center pin. The Innovative mounts us a unique polyurethane bushing unlike other kits on the market. The bushings are solid, will never wear or break, and come with a lifetime warranty! The options available are as follows These are near solid and offer minimal engine movement. Made from high quality steel body and polyurethane mount. Can support over 800whp. Direct bolt on no cutting or welding required. This polyurethane mount allows the install a 5 Speed Hydraulic into auto chassis. You must select at least 1 quantity for this product. Warning Last items in. Hasport motor mounts are one of the best mounts on the market in quality and fitment. Hasport engine mounts are machined out of aircraft quality aluminum 6061 T6 and carry a lifetime warranty. Hasport products have been tested and used in numerous race cars, so every Hasport mount provides the utmost in strength and proper fitment. Hasport offers stock mounts to replace your existing Acura or Honda motor mounts or hybrid mounts so you can do your swap the right way. This kit features Ideal engine placement and axle alignment. Designed blending strength and style with a lifetime warranty for worry free use. Four different bushing durometers for applications ranging from daily driver to 8 second drag car. Hasports superior customer service. Hasport also has these products available for this swap.

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Reviews Close Product Review Please make sure to fill out a review after youve installed the product. Your review should be your honest opinion, therefore, it can be positive or negative. We DO read your reviews, and relay infomation to manufacturers if a product needs to be changed or has issues. No one has left a review yet. All Rights Reserved. Use of this site signifies your acceptance of Import Tuned Website Terms and Conditions and Privacy Policy. I would like to swap most of the harnesses from the 93 to the 95 with the conversion. My question is can i just use the wiring harnesses from the manual dash and plug up all the connectors to avoid the jumping wires or do I need to replace the massive cabin wire, fuze boxes and allAn auto car will only start in Park. When the shifter is in Park, theres 2 fat wires on the plug that carry a current through the shifter. Downside is that if you forget, you can start with the manual tranny in gear and cause the car to leap forward, into an object. To do the wiring 100% correct, those 2 wires must run to the clutch safety switch, so that they will only be connected when the clutch is pressed in all the way, touching the safety switch. On an auto car, the refers lights are controlled through the auto shifter console. When you remove that, the shifter is no longer able to continue the circuit when in Reverse, which lights up the reverse lights. Theres a plug on the manual transmission with 2 pins. A wire from each of those pins needs to run to the reverse wires on the switch. Theres a reverse signal switch inside the manual tranny that completes the circuit when in the reverse gear. That way your reverse lights will light up automatically when you put the transmission into reverse gear. Post them in the forum.

My 1992 SOHC Turbo Hatch My Youtube Channel 6th Gear Garage Turning more wrenches in the cabin and i have found a complete hack job of crap, so i guess it is on to complete tear down and rewire withthe donor cars harnesses. Oh well, i will learn my sol in and out and get a tuck at the

same time. Now only if i was good at body work!September 30, 2006 was our first day live. We apologize for this inconvenience and encourage you to visit www.motortrend.com for the latest on new cars, car reviews and news, concept cars and auto show coverage, awards and much more. MOTORTREND.COM Ive been hooked ever since I first picked up a 2004 issue with an ITR in it. I just picked up an automatic 92 Integra GS for a sweet price. I want to convert it to a manual transmission but I dont know which mounts Ill need, if any. I already have a J1 transmission, clutch, flywheel, and a 91 Integra shift linkage. I know I need the pedal assembly, center console, clutch cable, intermediate shaft, and axles, all from a manual 9093 Integra, and a gauge cluster and fivespeed ECU from a 9293 model. Did I miss anything. Any help would really be appreciated. Props, and keep up the good work. Joe, Medina, Ohio Drill out your automatic brackets spotwelds, clean the surface, and weld the new one in place. Youll also need to cut a few holes here and there to get the throttle cable and shift linkage to fit correctly. I have a 94 Civic coupe with a B18C swap and I want to do a rear disc conversion but dont know what parts will fit. Ive been to several Honda forums and most of them just confuse me even more. I know I need the rear disc assembly with trailing arms, emergency brake cables, the proportioning valve, and brake master cylinder, but I dont know which parts from which car will work for me. Please help, Im planning on some future engine mods but want to make sure I can stop first. Paul D.

, somewhere in California One of the easiest places to find the goodies youre looking for is from the 9093 and 9401 Integras. Youll need the rear trailing arm assemblies, emergency brake cables, master cylinder and booster, and the proportioning valve. Dont worry about the rear upper and lower arms though; you wont need those. Im new to Hondas and need a little help. We have a 91 Civic DX hatchback. Its got a 1.5liter engine with an automatic transmission. It has a power brake system with discs in front and drums out back. Id like to improve the braking by installing discs in the rear and possibly larger ones up front. My friends tell me to go to the junkyard and just pull the hubs, rotors, and calipers from another Civic and install them on mine. Others say Ill need the entire lower control arm assembly. But nobody can tell me which years or models to get the parts from. Please help. Where should I start. Should I get the entire assembly or just bits and pieces. I should mention that Id like to keep the 13inch OEM wheels for cost reasons if possible. I plan on getting most of these parts from the junkyard and rebuilding them myself if necessary. Great magazine; keep up the good work. Sam Baker, Palm Springs, California You could upgrade to the slightly larger 8891 EX setup, but youd need to run 14inch or larger wheels to do this. Youll need the entire knuckle assembly, including the calipers and rotors. And dont skimp when it comes to pads and tires this will help more than you might think. Out back you can use any Integra, Civic, or CRX rear trailing arm assemblies, but the 9093 Integras are likely the easiest to find. Find yourself a complete set of rear arms, complete with the brake assembly and emergency brake cables. The whole process is a straight swap; you can even reuse your Civics rear upper and lower control arms. I have a question concerning the engines initial timing.

Ive replaced the stock connecting rods with Eagle Hbeam rods of the same length and added 12.01 compression pistons. I also had a threeangle valve job done to the head along with porting and polishing, replaced the valvetrain with stock sized stainless steel valves, and added Brian Crower dual valve springs and Stage 2 camshafts. My concern is whether or not the base timing has changed, and whether or not it should be redegreed or retimed. Love the magazine. Wesley Lloyd, whereabouts unknown The shop in charge of your engine build should have handled this for you but, if they didnt, you can always pick up a degree wheel and do it yourself. Simply fasten the degree wheel to the crankshaft and set the engine to Top Dead Center. Note the position of the camshafts and use the marks on the wheel to locate where exactly zero degrees of camshaft timing is keep in mind that it might be several degrees different than where your adjustable camshaft gears say it should be, depending on the camshafts youre using. As far as adjusting the ignition timing, set it to stock and leave it there until you visit the dyno. Ive been a Hondaholic for eight years and still

driving strong. I recently installed an LSVTEC engine into my 91 Integra. I converted everything to OBD1 except for the MAP sensor. Is my OBD0 MAP sensor compatible with my OBD1 setup. My throttle body has no spot for a MAP sensor, which is why I'd like to use the old one. I've also purchased a Honda four-bar MAP sensor but am having trouble with the S300 unit and can't change my parameters on the ECU. Is there any alternative. Robert Casanova, whereabouts unknown. All Honda MAP sensors are 05V sensors and function the same way. It isn't uncommon for a MAP sensor to disappear when doing an engine swap or an OBD conversion. What was once located on top of your throttle body may not be when the new engine goes into place.

Honda MAP sensors read manifold vacuum, which ultimately sends a voltage signal to the ECU, so be sure that whichever MAP sensor you use is tapped into the intake manifold. You'll also want to make sure that the three-pin electrical connector is hooked up. Unless you've got a large turbocharger strapped to your B-series running lots of boost, any of Honda's original equipment MAP sensors will work fine. This makes the Check Engine light come on since the O2 sensor after the cat reads the same temperature as the one before the cat. The only way to make this go away is by tricking the ECU, right. How can I trick the ECU into thinking the second O2 sensor is hotter than the first. Drew North, Melbourne, Florida. First, consider converting the car to OBD1. You'll need a jumper harness and an OBD1 ECU to do this. The OBD1 ECU will recognize only one oxygen sensor, and can be chipped and tuned to maximize your engine's output. This is the best method, especially if you plan on modifying the engine in the future. Your second option is to install an oxygen sensor simulator. Such simulators use a series of resistors that fool the ECU into thinking that the temperatures are hotter than what they are, but are often unpredictable and not considered a foolproof solution. Lastly, you can put your catalytic converter back on. The amount of power you've added by removing it may likely not even be worth the trouble. I'd like to do either a K24 or K20 swap but can't seem to find reliable technical information anywhere. I wrote to you guys a while back and found you very helpful. If you could please let me know what parts I'll need for such a swap as well as any fabrication or modifications that I'll need to make, that would be great. I've got a year to get everything together and then I'm starting. I don't want this to look like some chop shop welded an engine into my car. I want this to be done professionally. Any information would be greatly appreciated.

Paul Gendrolis, Clearwater, Florida. The swap kit is designed for the 2.4-liter K-series engines as well as the K20A Euro R engines, which all feature a different rearmount design when compared to other K-series powerplants. Hasport designed the kit this way so that guys like you could take advantage of the higher displacement, yet more reasonably priced K engines. You'll also need to source a Type R or Type S intermediate shaft to match up with Hasport's custom axles and a CRV rightside bracket. The rest of the swap is as you'd expect: customize some fuel lines, get creative with the radiator hoses and radiator, figure out how to get the exhaust system to line up, and call Rywire for one of its PNP conversion harnesses. I have an 05 EP3 Civic with a K24A4 engine swap. It's cool, but I was curious about the transmission. Of course, I'm running the stock A3's five-speed right now. Is there a way to get an LSD with this combo, or is there another tranny that I can use that has one already. I love the magazine; keep up the good work. Anthony, somewhere in Arizona. The Japanese markets Type R transmission is also an option; it's a six-speed, has a 4.71 final drive gear, and an OEM LSD. But the biggest issue here is that you have an 05 EP3, so the speed signal won't work with your gauge cluster. Don't worry though, there are companies out there that can convert the two signals to work together. Both the 0506 RSX transmission and the 0204 Type R have the same final drive and gear ratios, so neither is any better in that respect. We see if the hype behind them is real using Sam's Supra. They just happen to make a loud sound while doing it. But the noise they make shouldn't be what you're most concerned about. There's a lot of factors that go into choosing the right tire, some of which may matter to you more than others. Powered by a B16A engine, Andy's CRX features a SiR front end conversion, CTR cams, CTR throttle body, Mugen rear decklid spoiler, Mobius Motorsport

cage, and more!

<https://www.becompta.be/emploi/bose-qc-2-manual>