

FE3N Swap Basics

Engine Block:

The FE3N motor as I will be referring to it comes from a 1996 – 2002 Kia Sportage (North America) it is also commonly referred to as the 2.0L DOHC, for confirmation you can see “FE3N” stamped on the back of the head.

The blocks of the FE3N the Mazda 2.2 and 2.0L (B2200 and B2000) are all very similar, meaning that many accessory mounts are interchangeable between the three.

Basic Swap:

The FE3N will bolt right up to the transmission already in your B2200, this allows you to keep the stock driveshaft and transmission mounts. However, to mount the motor in the stock location in the B2200 you will need to use motor mount brackets and motor mounts from a B2200. You will need to use the clutch and flywheel from the FE3N, but you can use either starter from the Kia or B2200. You will also need to use the B2200 rear sump oil pan & Oil pickup to clear the front crossmember. Use the B2200 Oil dipstick and dipstick tube, to get accurate oil levels.

Making it Work:

The Kia ecu relies on a trigger from the crank position sensor to fire, you will notice that this sensor is mounted on the transmission on the Sportage, the B2200 bellhousing does not have a mount for that sensor. Refer to the “CPS mounting” section, it will guide you through the correct mounting procedure.

Wiring To Stock Harness:

[COMING SOON]