

Honda Civic Type R FL5 Gearbox Oil Cooler Fitting Instructions

Tools Required:

- Access to a ramp (last step requires car to be run up in gear to circulate oil to the gearbox)
- Ratchet and Socket Set
- Trim Removal Tool or Flat-Blade Screwdriver
- Hose Clamp Pliers
- 500ml of correct grade gearbox oil
- Funnel (to fill oil)

Kit Contents:

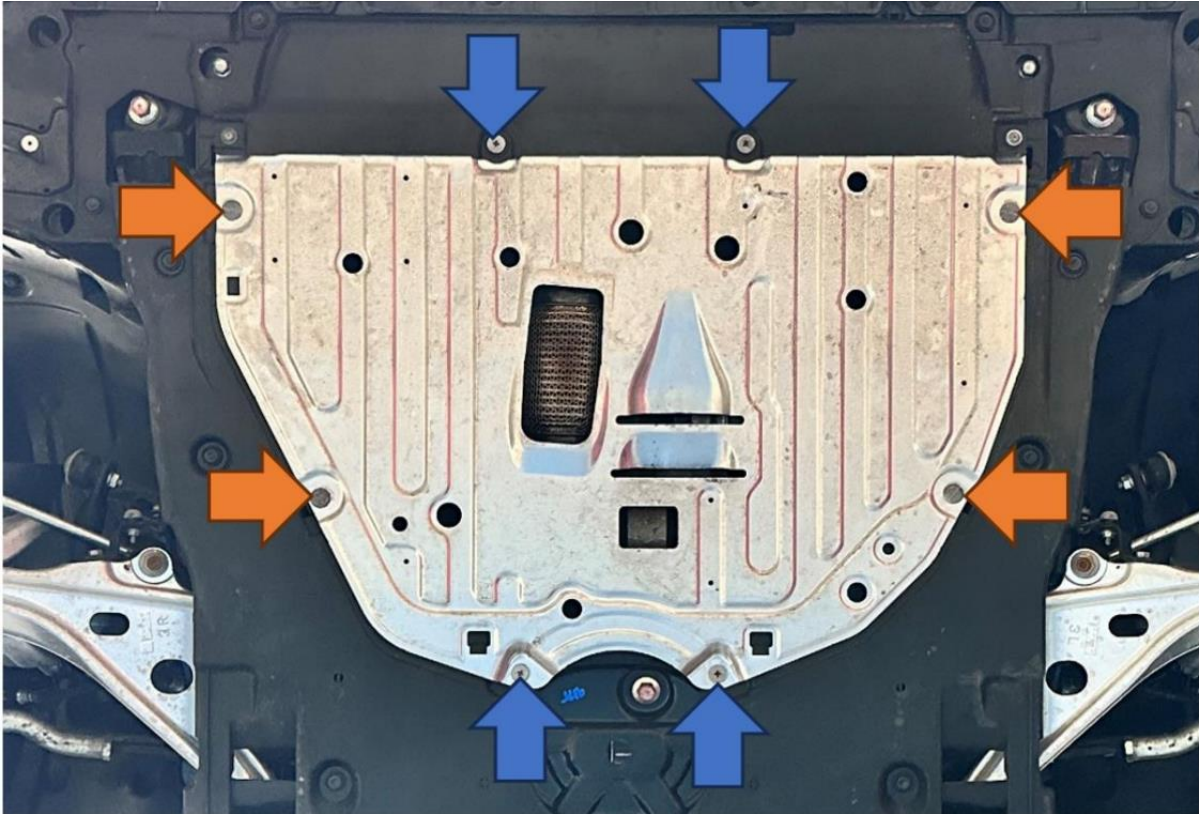
- 1x AIRTEC Motorsport Gearbox Cooler
- 2x Pro Hoses Silicone Hose Kit
- 2x Mounting Brackets
- 1x Replacement Mounting Brace
- 1x Air Scoop Panel
- 4x Jubilee Clips (22mm)
- 4x M6x12mm Hex Head Bolts
- 8x M6 20mm Washers
- 2x M6x16mm Hex Head Bolts
- 2x M6 Nyloc Nuts
- 1x Rubber Trim Small – 225mm
- 1x Rubber Trim Medium – 225mm



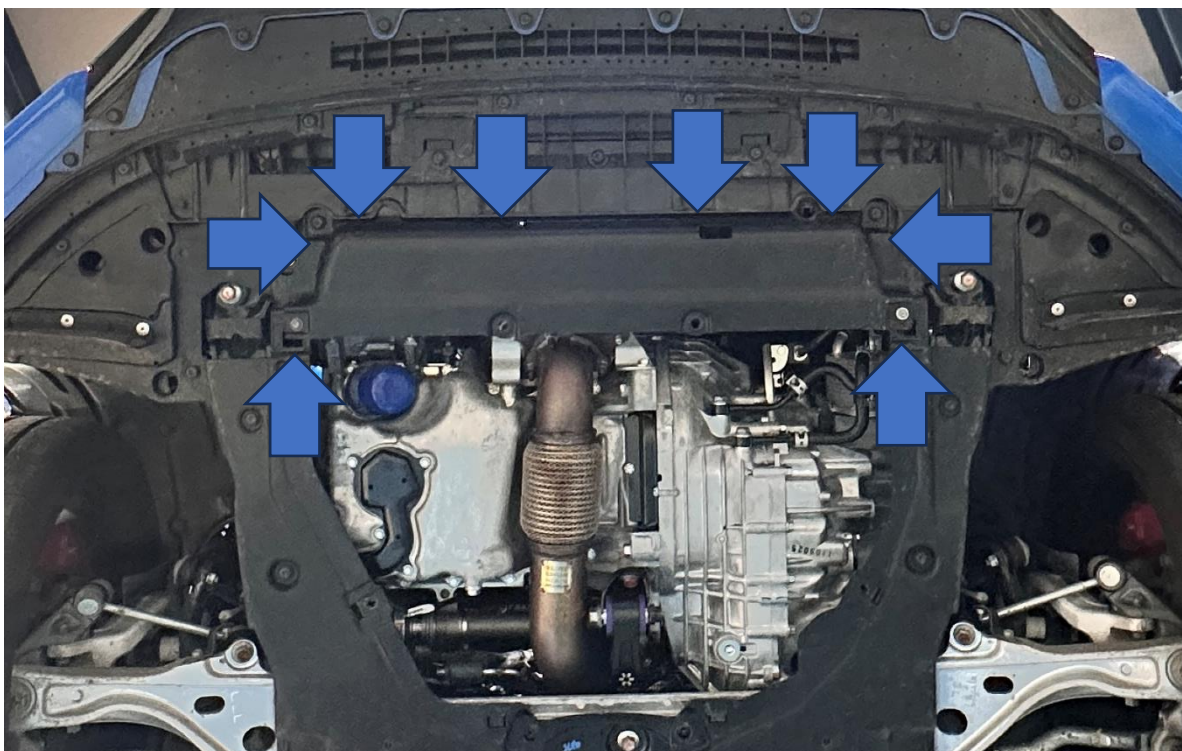
PLEASE THOROUGHLY READ THESE INSTRUCTIONS AND MAKE SURE YOU ARE FAMILIAR WITH THE STEPS BEFORE CARRYING THEM OUT

Instructions

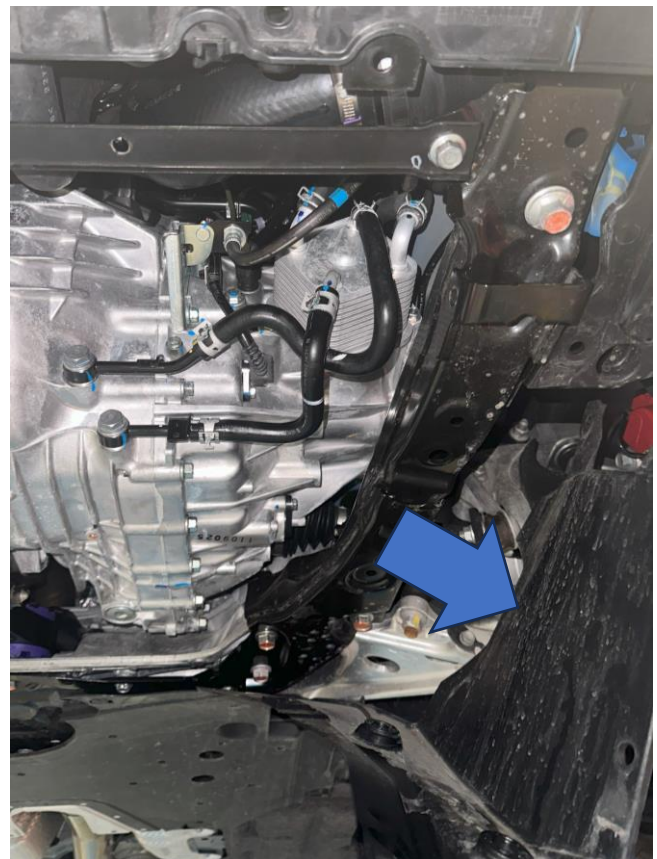
1. Under the car, remove the metal part of the undertray by undoing the four crosshead bolts (blue arrows). Then using a flat-bladed screwdriver, rotate the remaining four clips (orange arrows) anti-clockwise 90-degree to release them.



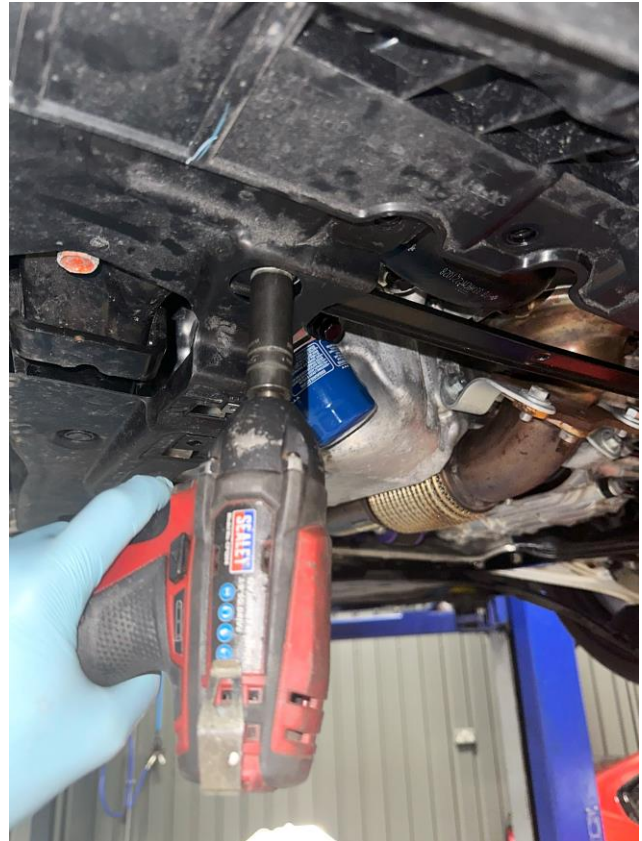
2. Remove the plastic trim panel further forward by releasing the eight fixings.



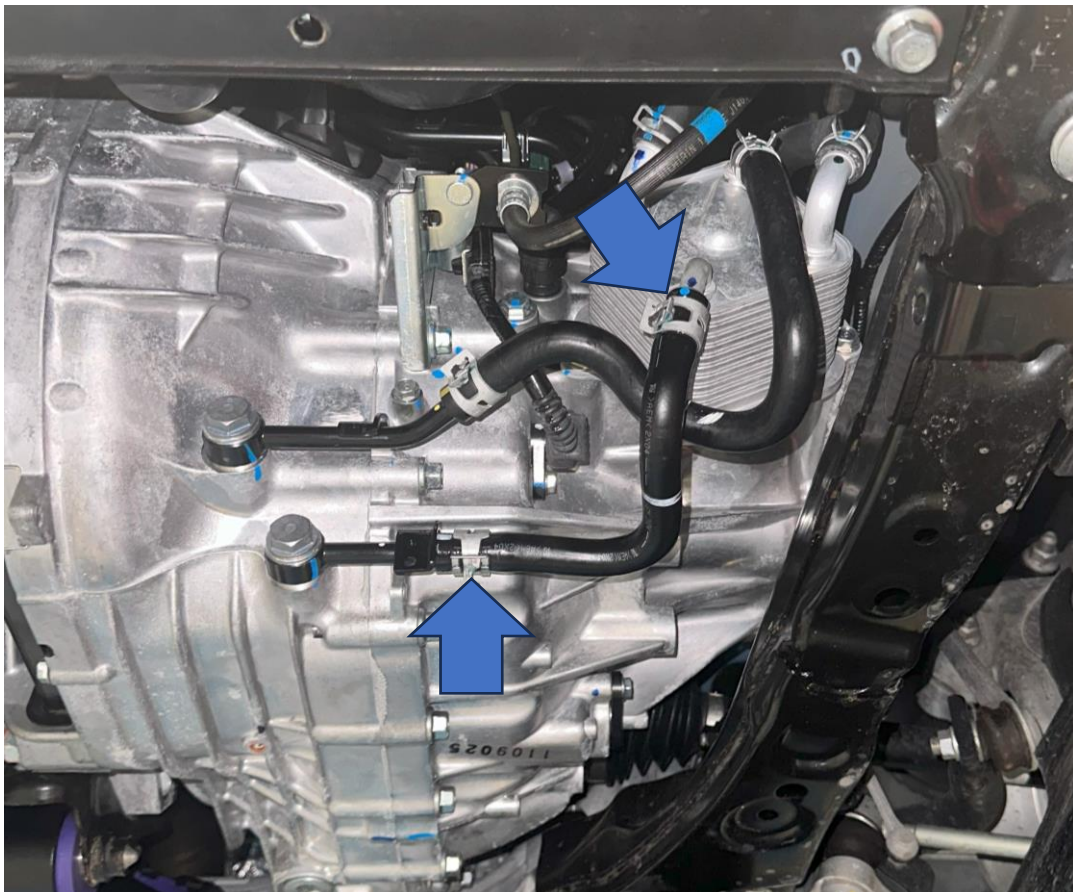
3. Remove the fittings holding the lower right-hand side part of the undertray in place **without** fully removing the whole undertray in order to gain some extra clearance when fitting the gearbox cooler. There are clips inside the inner wheel arch liner that also need removing before it can be folded down, as shown.



4. Now locate and remove the original cross brace behind the radiator, which is held in place with two bolts.



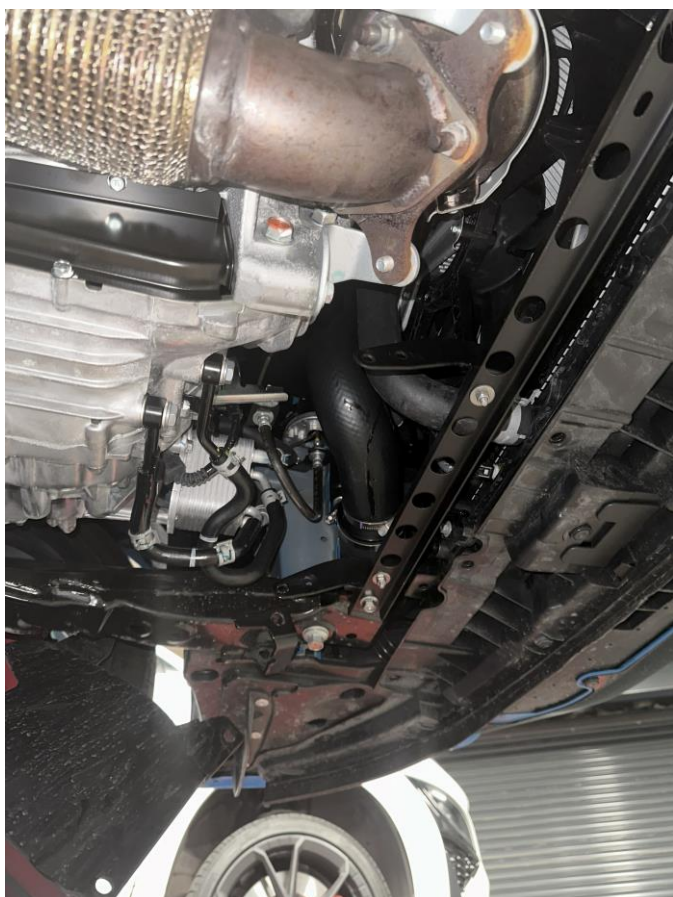
5. At this stage, before the gearbox cooler is in place, move the two spring clips securing the **lower** gearbox oil hose (blue arrows). Then twist the hose to break the seals **but do not remove it yet**. The hose is replaced later on in the process.



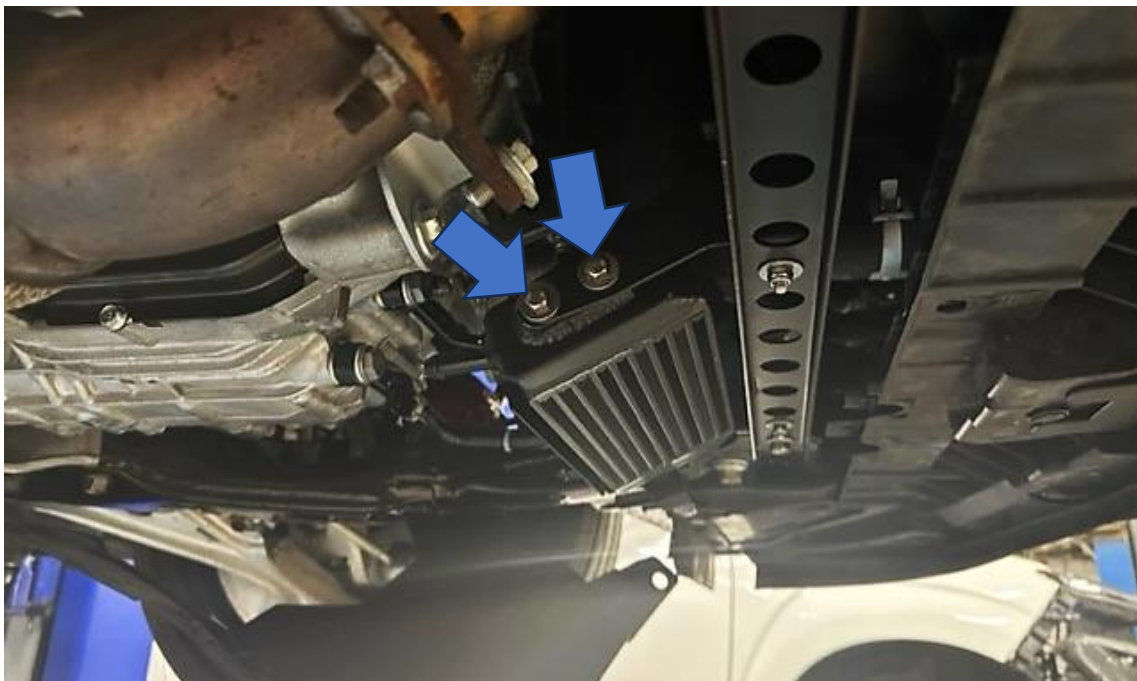
6. Bolt the mounting brackets to the AIRTEC Motorsport brace exactly as shown with the supplied longer two bolts with nuts and washers. The brace has slots to allow adjustment later on if required, so bolt it together in the middle of the slot at first.



7. Bolt the new brace assembly in place reusing the original bolts removed in Step 4.



8. Bolt the gearbox cooler to the brackets using the four remaining supplied bolts with washers, as shown. Adjust the brackets on brace's slots if extra clearance is required.



9. Attach the two supplied silicone hoses with four jubilee clips to the gearbox cooler, exactly as shown **but do not tighten**. The shorter hose (blue arrow) fits to the nearest side of the gearbox cooler in the orientation shown and the longer hose (orange arrow) fits to the furthest side in the orientation shown.

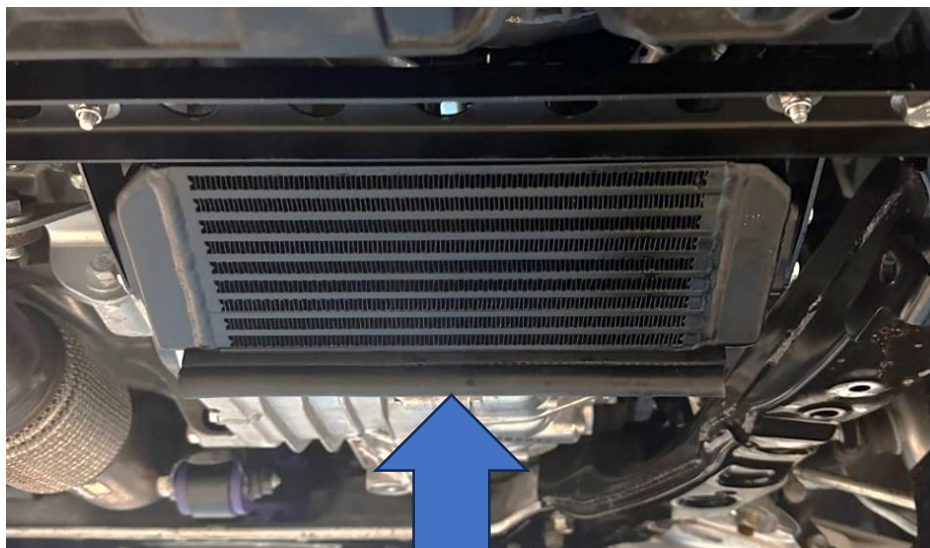


10. Now connect the other end of the oil cooler's shortest hose to the **gearbox** side (blue arrow) of the oil hose from Step 5. The oil cooler's longest hose connects to the other side (orange arrow) of the hose removed in Step 5. Then fully tighten all four jubilee clips.

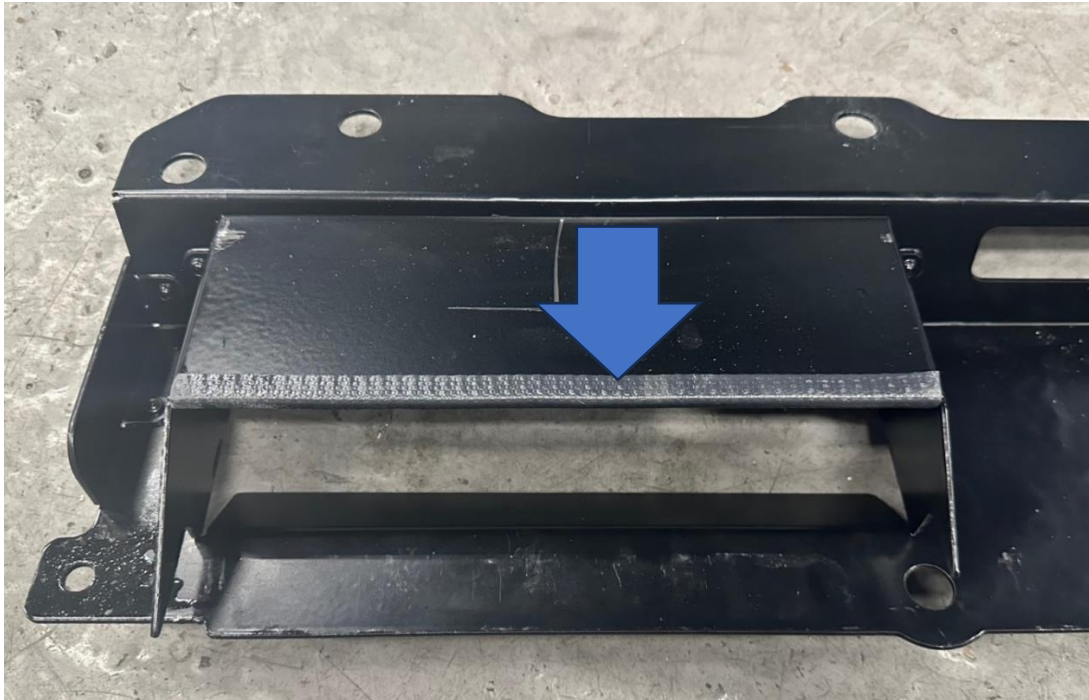
Please note: fit one of these hoses at a time, as gearbox oil will leak out during the process.



11. Add the supplied rubber trim to the outside lip of the gearbox oil cooler's scoop.



12. Fit the supplied rubber trim to the AIRTEC Motorsport scoop and then fit the panel in place reusing the original fittings removed in Step 2. Now put the undertrays back on the car in reverse of removal



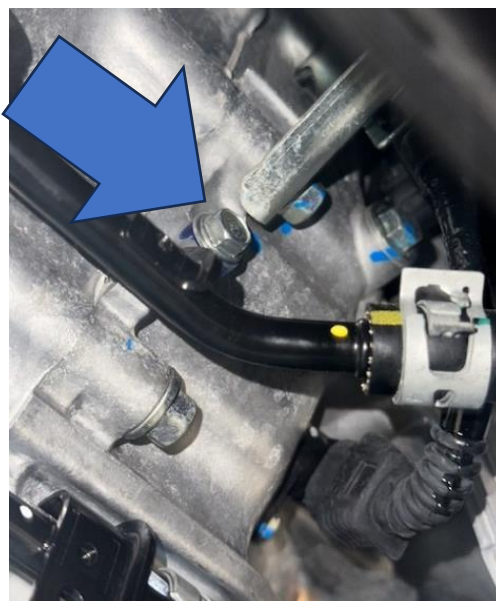
13. Next you need to top up the gearbox oil. To do this, you will need to remove air box (or induction kit, if you have one fitted). For instructions on how, please see Steps 1 to 7 of [our induction kit fitting guide](#).

Once you have access, use a 3/8 ratchet to remove the oil filler bung. The volume of the cooler and hoses is 250ml but you may need up to another 250ml or so depending on how much oil is lost from fitting it.



14. **Please read carefully:** If safe to do so, we now recommend starting the car whilst the wheels are still off the ground and running it up to temperature **whilst in gear** to ensure the gearbox oil circulates around the new oil cooler and lines.

After 10 minutes or so, stop the engine and undo the 10mm bolt above the upper gearbox oil line (blue arrow) and check for the following: If oil flows out when removed then it is overfilled. If there is a small drip then the level is correct and if there is no drip at all, then add more oil.



15. Finally, check everything is tight and there are no signs of leaks and refit the undertrays again.

