

Honda Civic Type R FL5 Oil Cooler Fitting Instructions

Tools needed:

- Ratchet and Socket Set
- 1" Socket
- AN Hose Fitting Spanner or Adjustable Spanner
- Phillips Screwdriver
- Trim Removal Tool or Flat-Bladed Screwdriver
- New Oil Filter
- 500ml of Oil in the correct specification

Kit Includes:

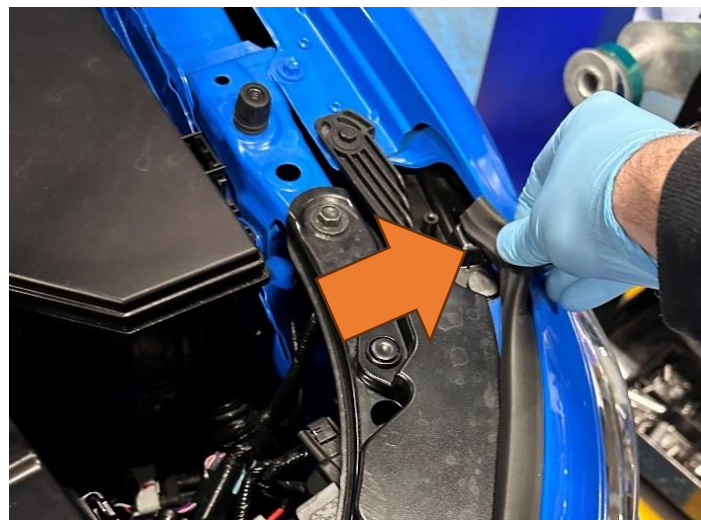
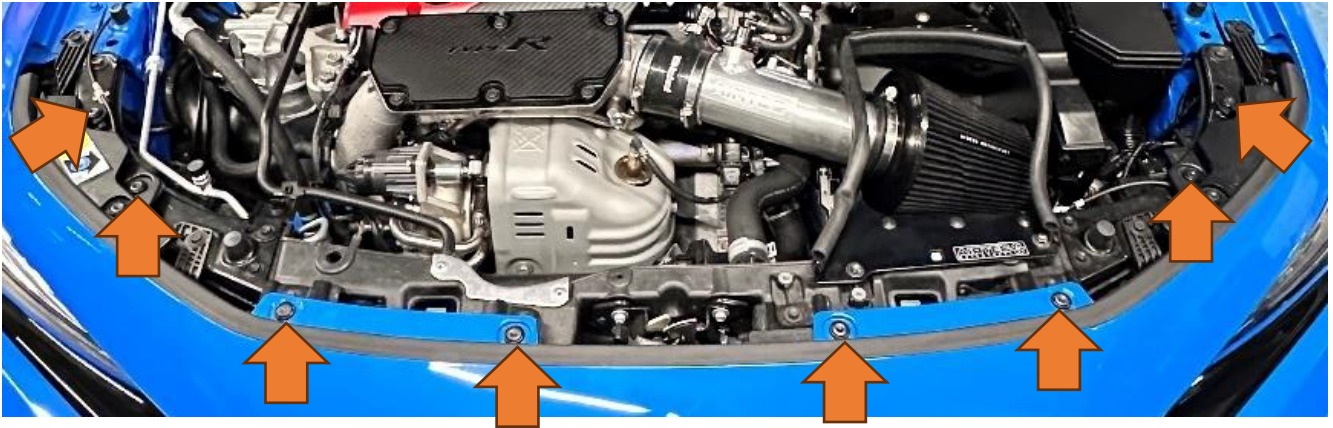
- 1x AIRTEC Motorsports Oil Cooler
- 1x AIRTEC Motorsport Front Bracket
- 1x AIRTEC Motorsport Side Bracket
- 1x AIRTEC Motorsport Top Bracket
- 2x AN10 Oil Lines
- 1x Thermostatic Oil Sandwich Plate
- **Fitting kit:**
 - 3x Rubber Bush with Inserts
 - 2x M6x16mm Hex Head Bolts
 - 3x M6x20mm Hex Head Bolts
 - 7x M6 Mudguard Washer
 - 2x M6 Nyloc Nuts
 - 1x Conduit Shielding



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

Instructions

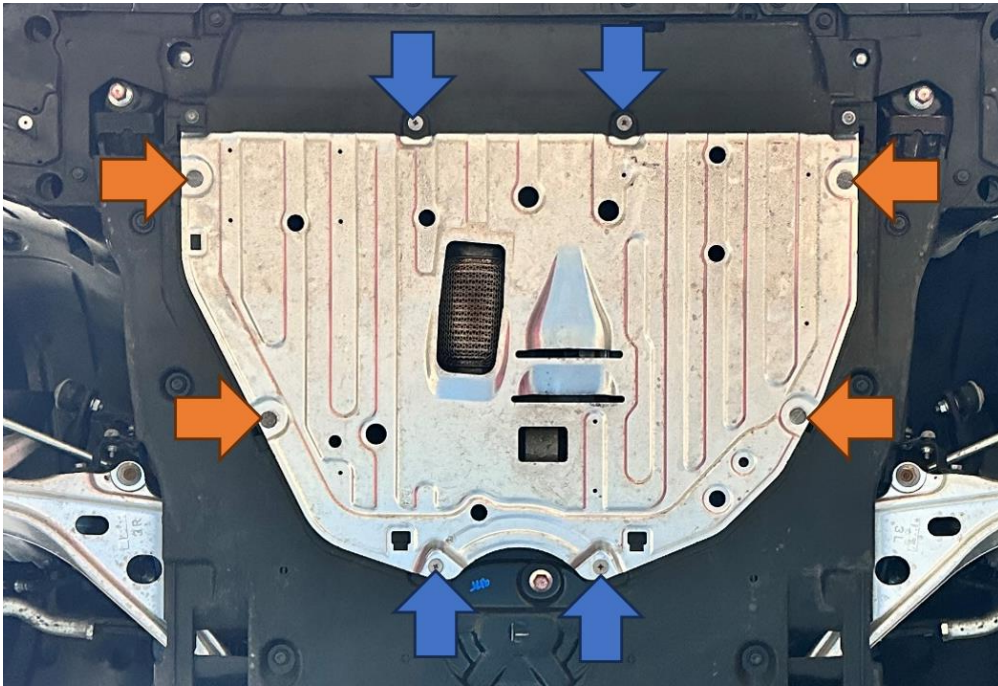
1. Remove the eight clips along the top of the bumper using a trim removal tool or flat-bladed screwdriver. There is also a clip at each end under the rubber trim to be removed.



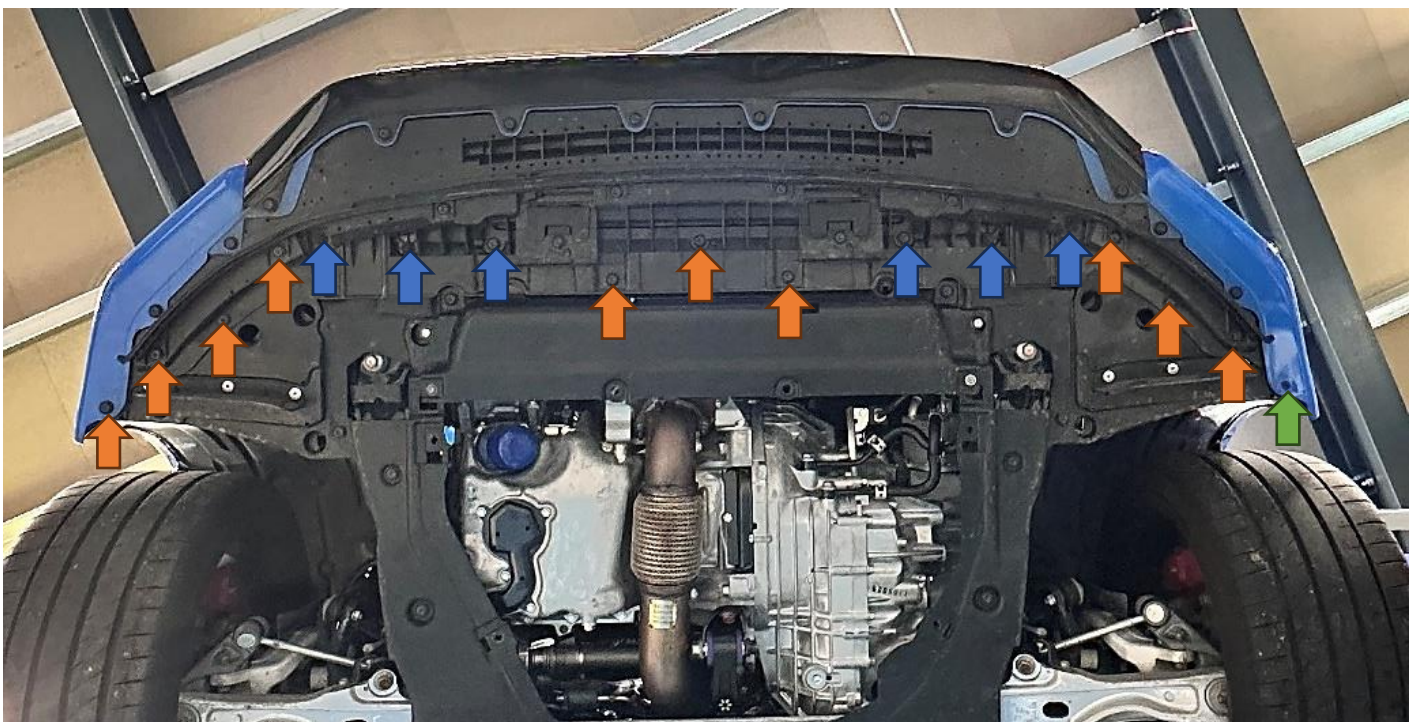
2. Raise the car into the air and remove the two Phillips screws holding the bumper to the arch liner. Then remove the screw on the inside lip of the bumper attached to the wing.



- 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.



- At the front, remove the six 10mm bolts (blue arrows), 10 plastic clips (orange arrows) and one crosshead screw (green arrow).



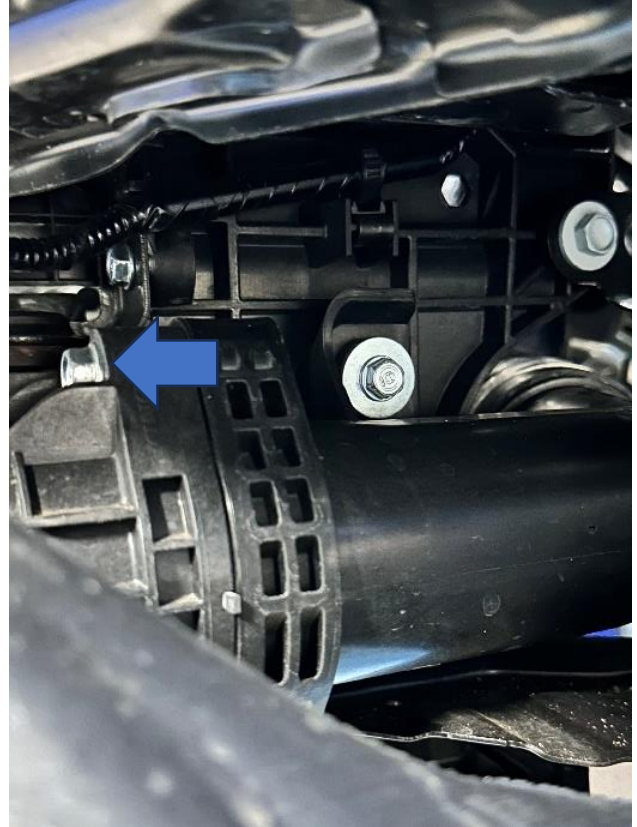
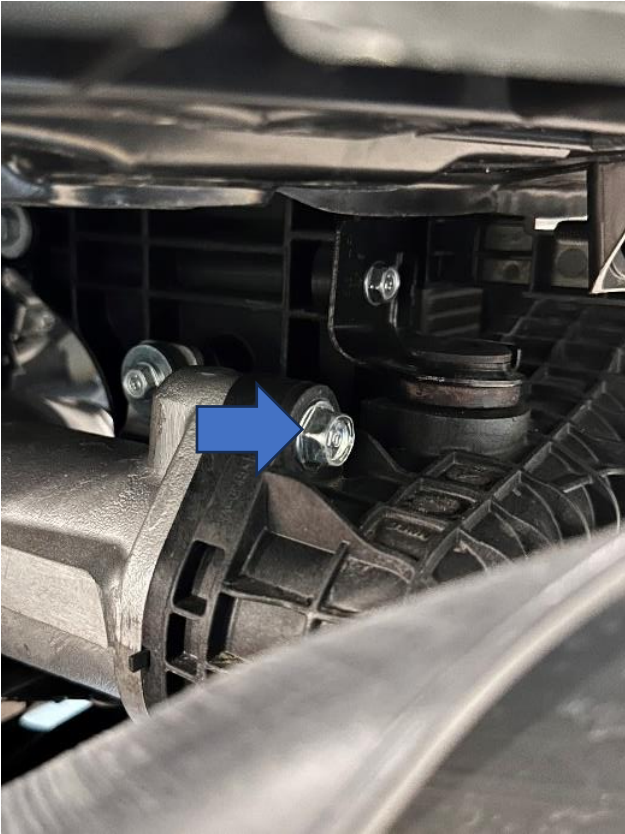
5. With the help of a second person, you can now remove the front bumper. Unhook the top half of the bumper above the head lights before pulling it away from the wing and then forward to release. You will need to unplug the wiring for the parking sensors behind the Honda badge and in each lower corner. The bumper can then be put to one side.



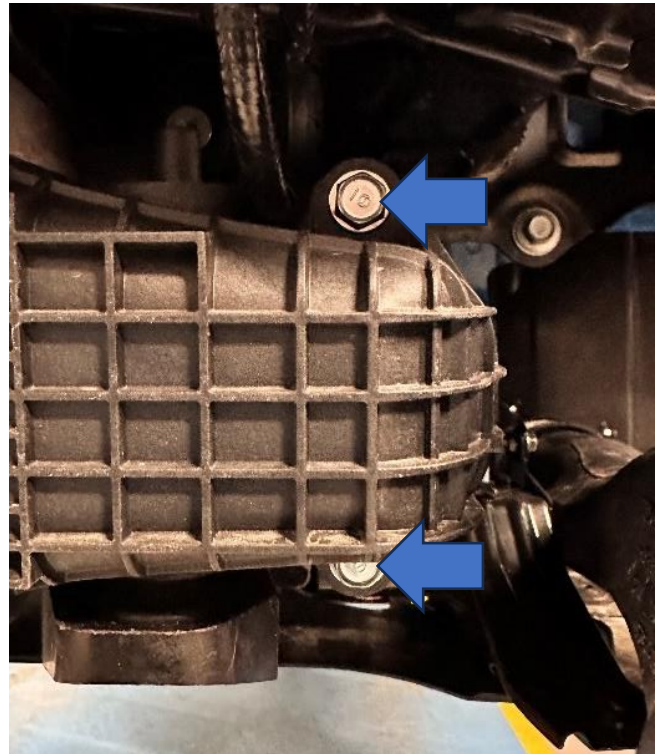
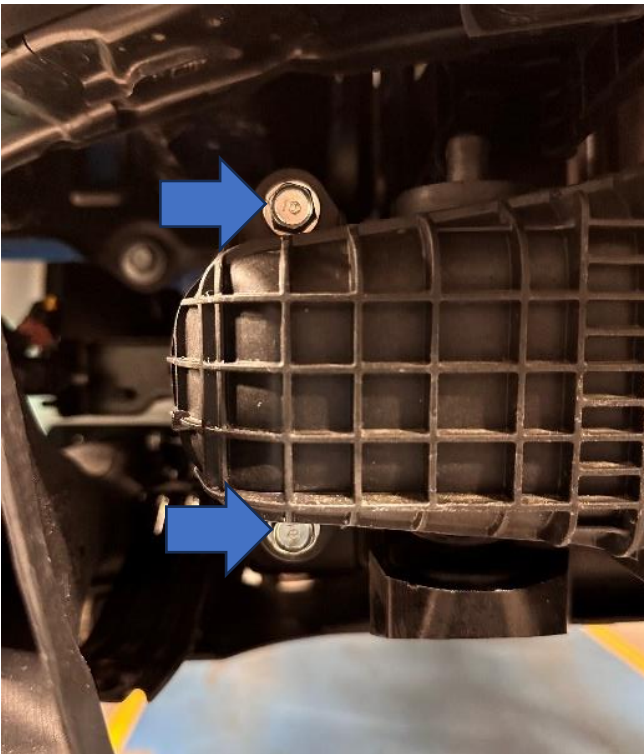
6. The plastic panel under the car now needs to be taken off by removing the two plastic clips and two crosshead screws.



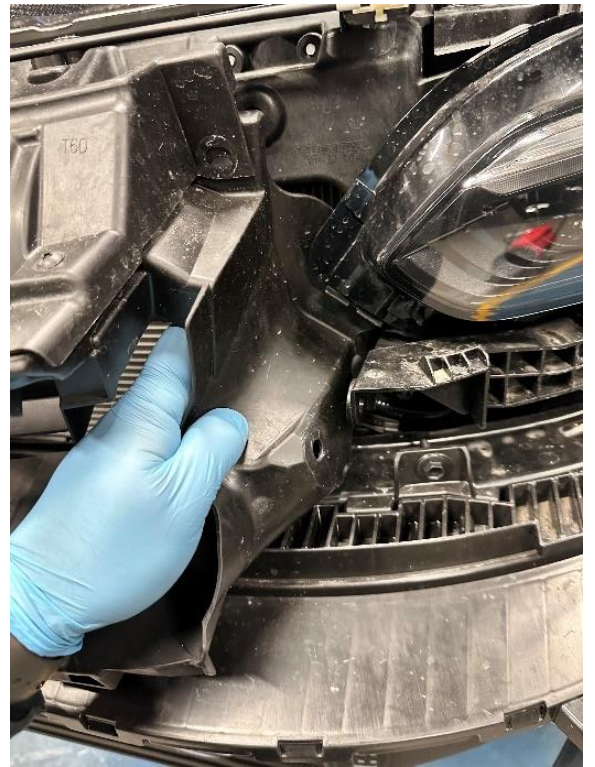
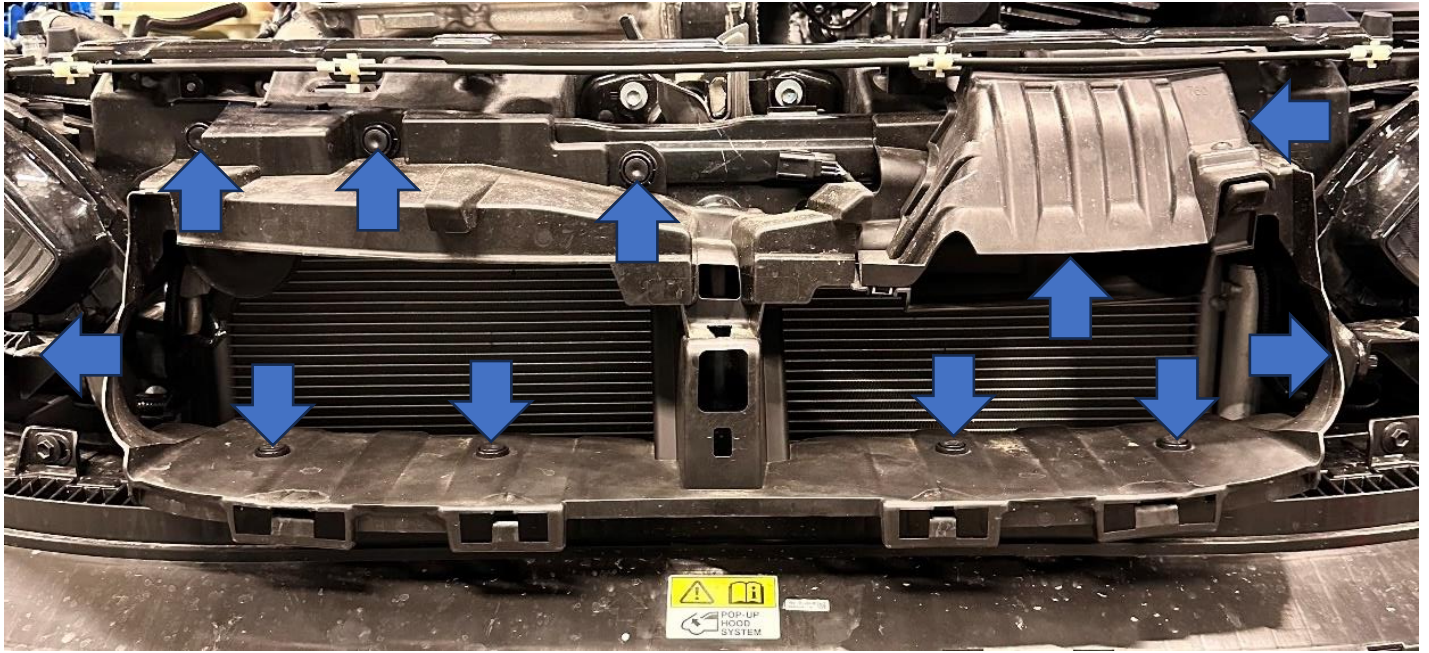
7. Undo the 10mm bolts holding on the upper intercooler brackets each side.



8. Now remove the two 12mm bolts holding the intercooler flange to the boost pipe flange each side and remove the intercooler from the car.



9. Remove the upper air surround by undoing the 11 plastic retaining clips using a trim clip removal tool or flat-bladed screwdriver. There is one tucked up inside the air feed on the right-hand side that can be tricky to locate.



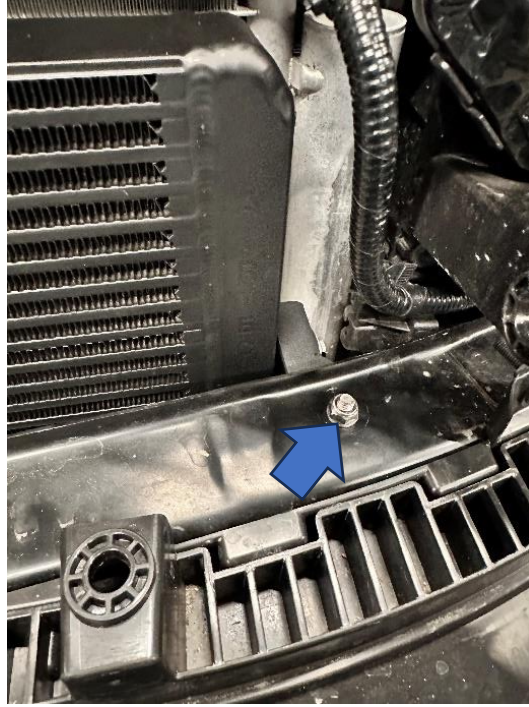
10. Install the three brackets onto the oil cooler as shown, using the supplied M6x20mm Hex Head bolts with washers. The larger part of the rubber bush sits on top of the boss. You will need to install the rubber through the bracket first before installing the aluminium insert. Do not fully tighten the bolts at this stage to allow adjustment later on.



11. Remove the bolt in the centre of the front panel, as highlighted. The oil cooler can then be passed up from below the crash bar and secured in place by reusing the same bolt to attach the oil cooler's top bracket to the car.



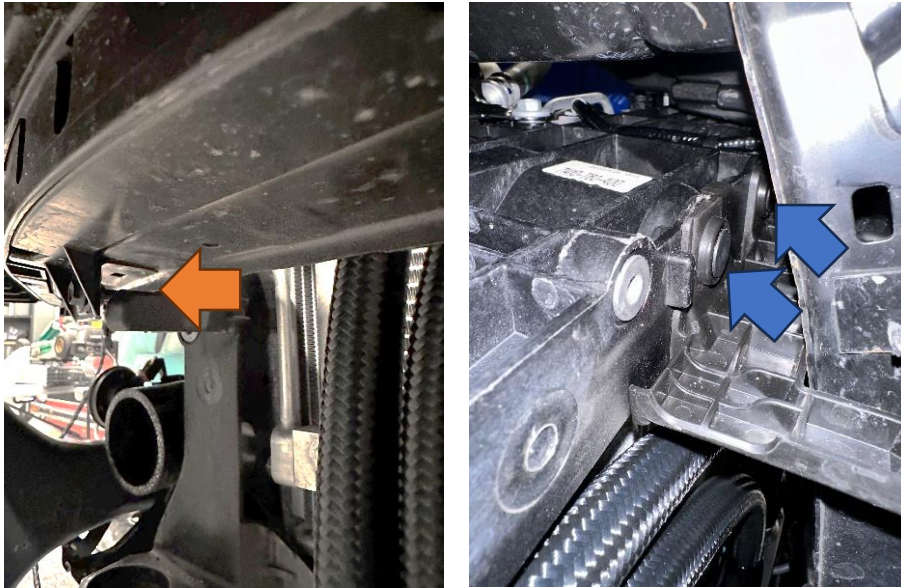
12. Use the remaining M6 fittings to secure the brackets to the crash bar. This is best performed by passing the bolt with a washer up from underneath through the hole in the back crash bar. The bracket can then be installed with a nut and washer fitted on top, as shown. Once happy with the positioning, proceed to fully tighten all three of the bracket's bolts.



13. Now install the two straight AN10 fittings onto the oil cooler. The longer line goes to the top of the oil cooler and the shorter one with the 45-degree fitting to the bottom.



14. To route the oil lines you will need to remove a plastic air guide on the left-hand side of the car that goes behind the crash bar. Use a trim removal tool or flat-bladed screwdriver to remove the two plastic clips and then the air guide (blue arrows), which are best accessed from where the intercooler would usually sit. The oil lines can then be routed behind the crash bar and down beside the boost pipe to the oil sandwich plate installed in the next step. Use the supplied oil line separator to keep the lines in place behind the crash bar.



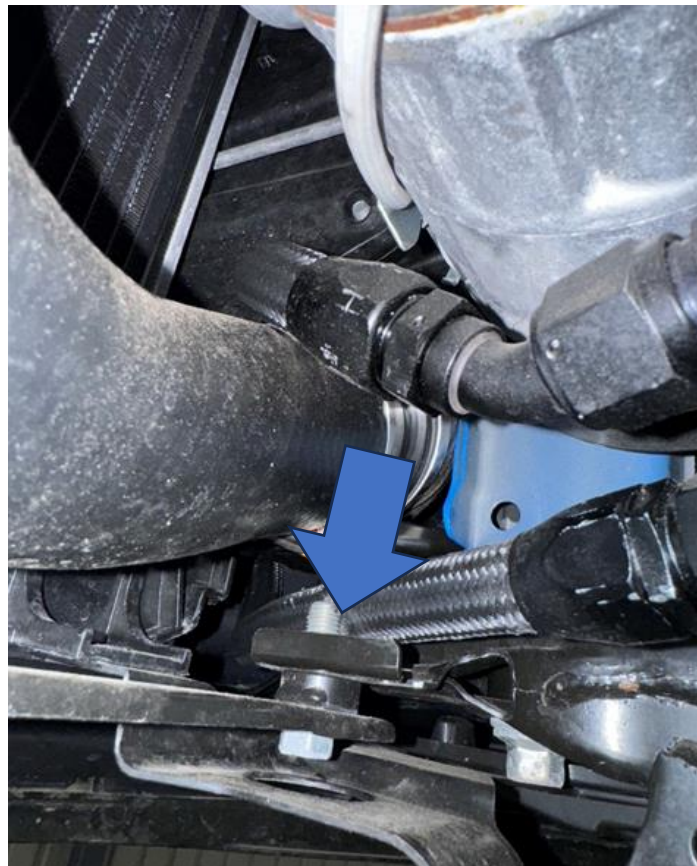
15. Remove the oil filter from the vehicle and install the oil sandwich plate with the supplied adaptor in the orientation shown below and tighten the adaptor using a 1" socket.



16. Install the oil lines onto the sandwich plate with the 45-degree fitting going over the top of the boost pipe whilst making sure its path is kept away from the belt. The oil line with the straight fitting is routed around the underside of the boost pipe. Tighten both oil lines and then install your oil filter. (We would always recommend fitting a new oil filter.)



17. As the lower oil line passes by the protruding bolt highlighted, add the supplied conduit plastic shielding.



18. Finally, top up the car with 500ml of the manufacturer's recommended grade of oil and then reinstall parts removed in the reverse order that enable you to start the vehicle. Allow the vehicle to run up to temperature and check for any leaks, tightening any fittings as necessary. Once cool, check the oil level and top up as required. When happy with the install you can then reinstall the remaining parts in reverse order of removal.

