

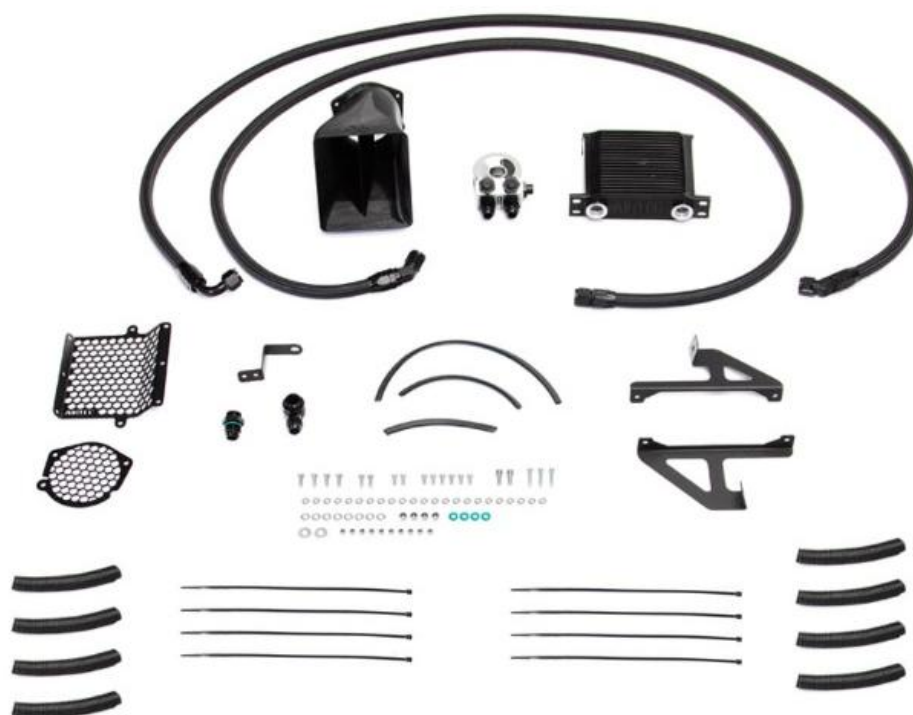
Honda Civic Type R FK2 Oil Cooler Fitting Instructions

Tools Required:

- Ratchet and Socket Set
- Torx Sockets
- Drill and 5mm Drill Bit
- Hose Clamp Pliers
- Adjustable Spanner

Kit Contents:

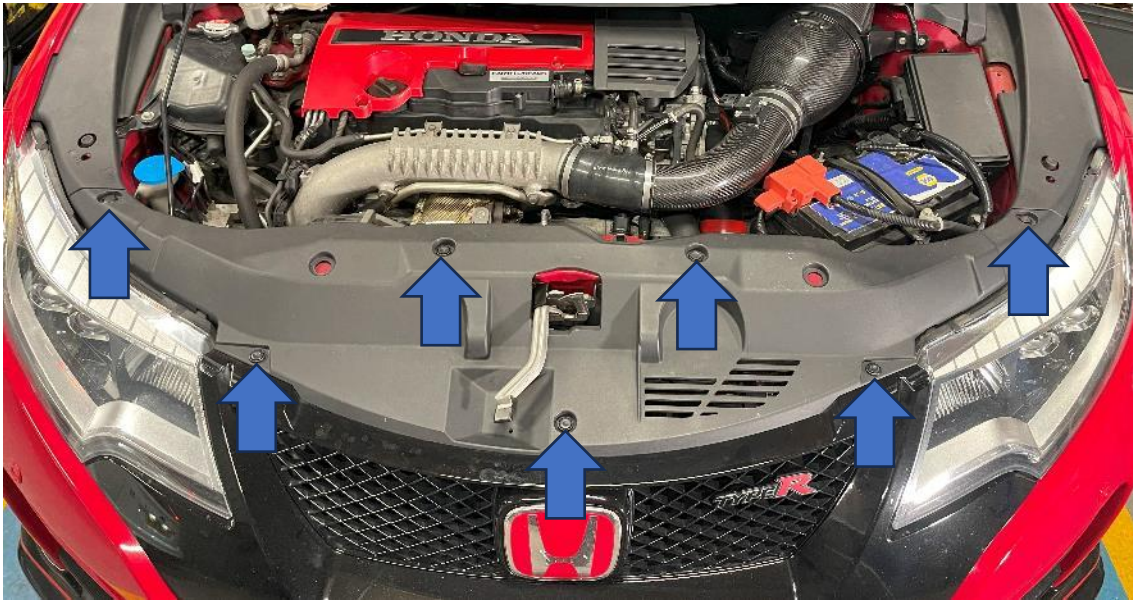
- 1x AIRTEC Motorsport 19-Row Oil Cooler
- 2x Mounting Brackets
- 1x AIRTEC Motorsport Sandwich Plate
- 1x AIRTEC Motorsport 3D-printed Scoop
- 1x Foglight Grille
- 1x Arch Liner Grille
- 2x Oil Lines
- 2x AN10 Fittings
- 8x Cable Ties
- 8x 150x20mm Conduit
- 3x Rubber Trim (150mm/190mm/365mm)
- 3x CTL6365253M Self-Tapping Screws
- 2x M5x16 Button Head Bolts
- 2x M5 Nyloc Nuts
- 4x M6x16mm Button Head Bolts
- 8x M6 Pan Washers
- 4x M6 Nyloc Nuts
- 4x O-Rings - 6x3.5mm
- 2x M6x16mm Socket Head Bolts
- 2x M6 Mudguard Washers (20mm)
- 8x M5x12mm Button Head Bolts
- 23x M5 Pan Washers
- 8x M5 Nyloc Nuts



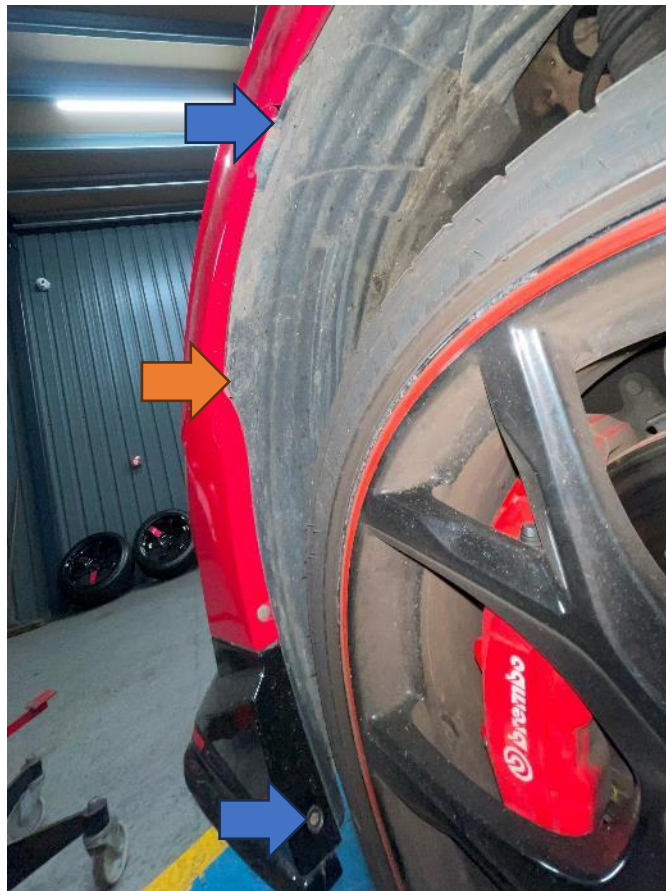
PLEASE THOROUGHLY READ THESE INSTRUCTIONS AND MAKE SURE YOU ARE FAMILIAR WITH THE STEPS BEFORE CARRYING THEM OUT

Instructions:

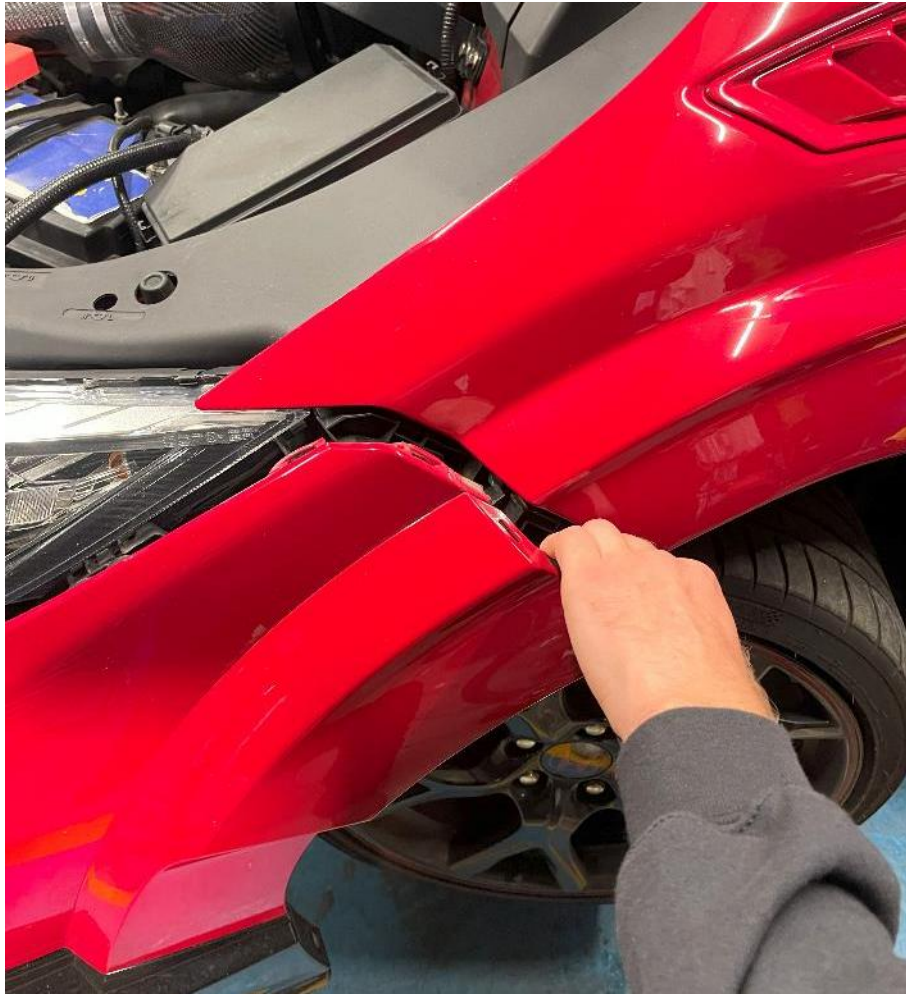
1. Under the bonnet, remove the slam panel using a trim removal tool to release the plastic push fittings.



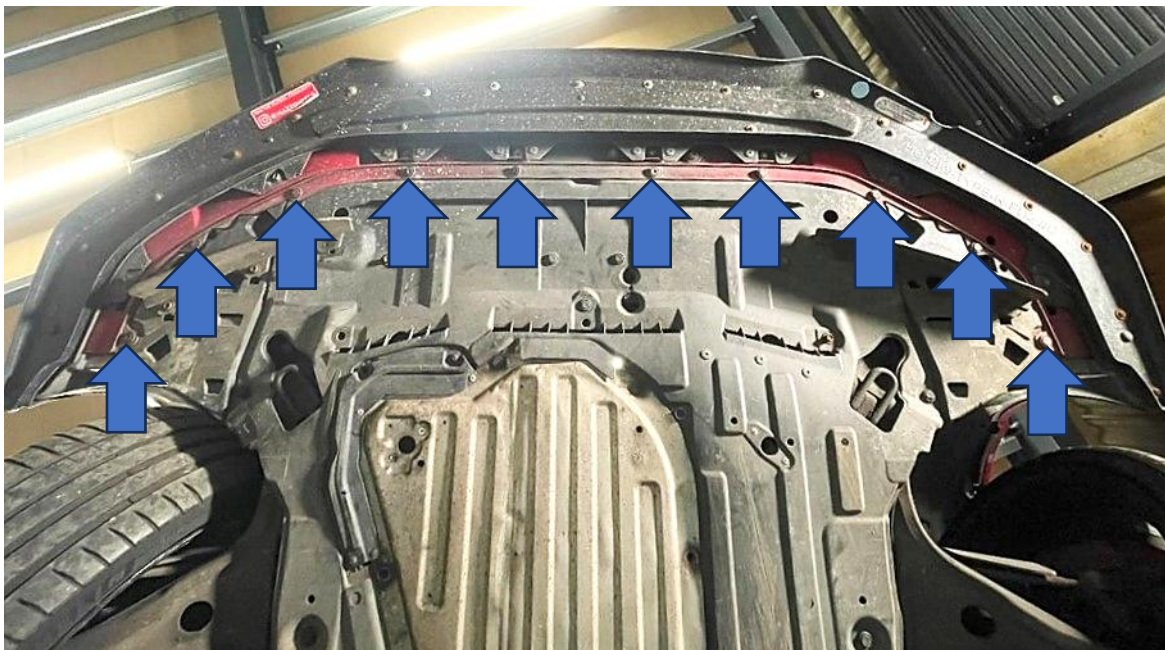
2. Inside each wheel arch liner, remove the two screws in the bumper (blue arrows) and then locate and remove the push fitting (orange arrow). This will free the bumper from the wheel arch.



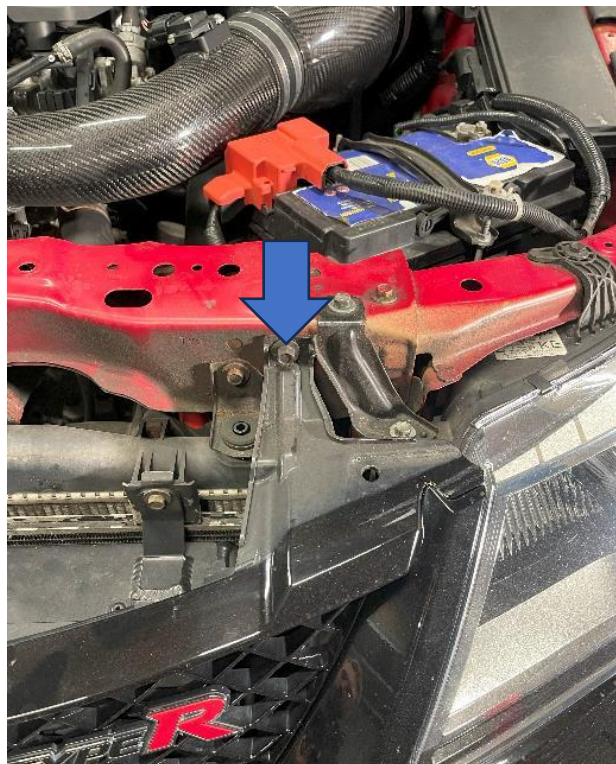
3. Now carefully but firmly pull the top of the bumper away from the wing.



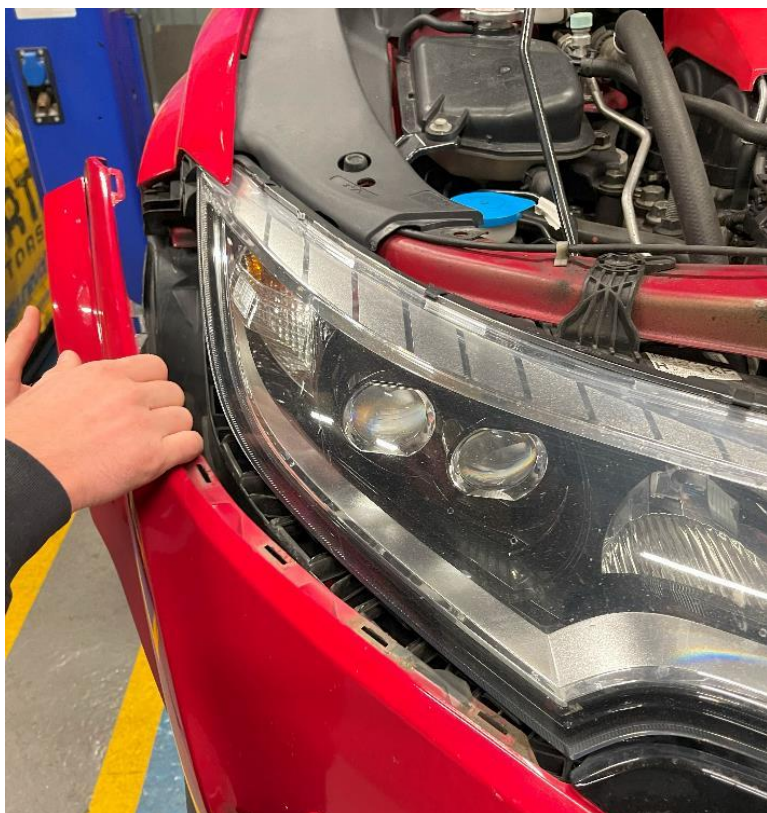
4. Working under the car, remove the 10 push-fittings that follow the bumper line.



5. At the top of the bumper, remove the two 10mm bolts holding the bumper brackets in place.



6. With the help of another person, carefully but firmly pull the bumper away from the car. Once the bumper is free do not fully remove it as there are still wiring connectors to disconnect. Reach inside the bumper and undo the parking sensor clips and fog light wiring connectors. The bumper will now come away from the car and can be safely put aside to work on – see next step.



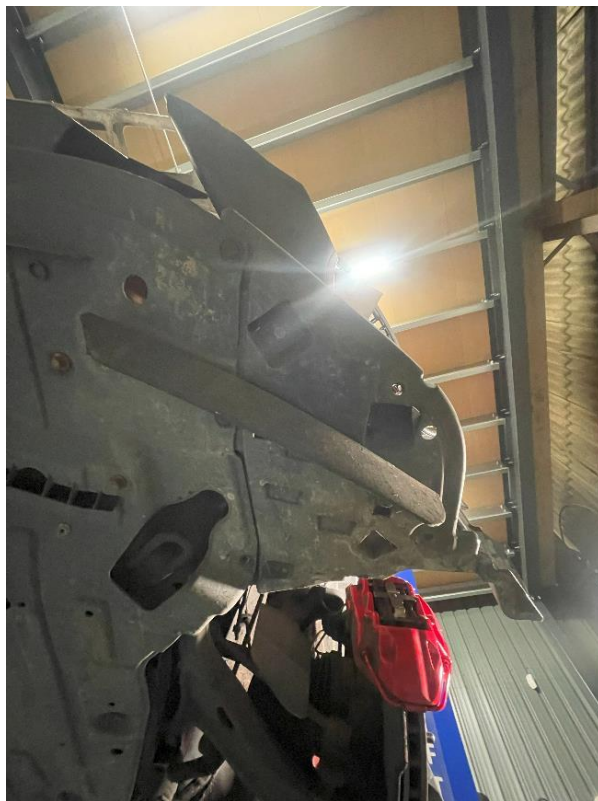
7. Working on the bumper first, remove the near-side (for right-hand drive) fog light and replace it with the supplied AIRTEC Motorsport oil cooler scoop and mesh. The mesh is sandwiched between the scoop and bumper and attaches with the three supplied self-tapping screws with washers, as shown.



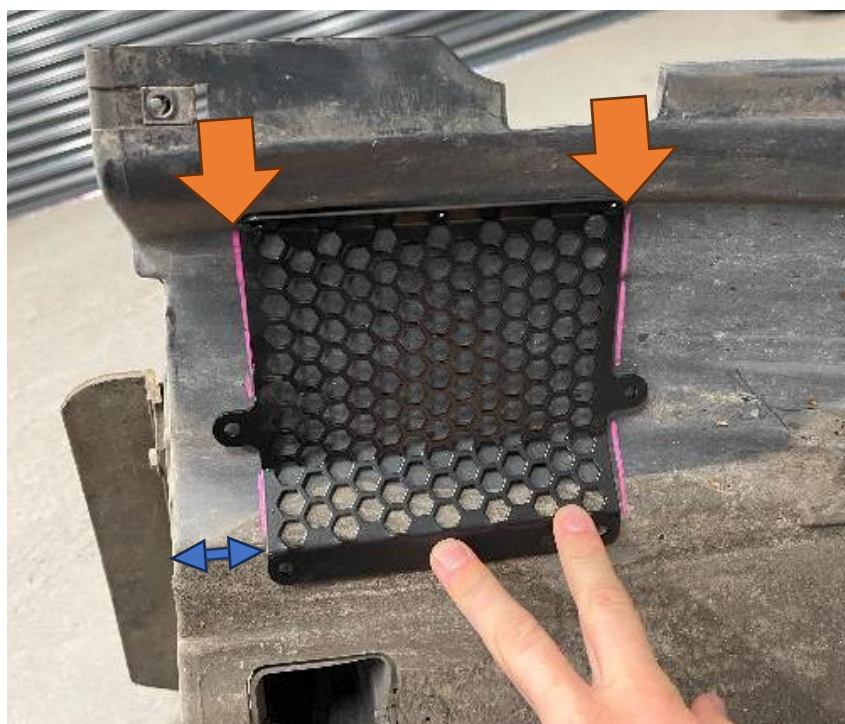
8. Add the scoop bracket as shown using the supplied M5x16mm Button Head bolts with nuts and washers both sides. The other end of the bracket mounts to the existing 10mm bolt on the inside of the bumper.



9. The wheel arch forms part of the front undertray, to separate the undertray from the wheel arch, remove the four push fittings. Remove the push fits that go around the inside of the wheel arch. Remove the three self-tapper screws at the bottom back part of the wheel arch. Remove one push-fit clip that goes into the chassis on the inside of the wheel arch.



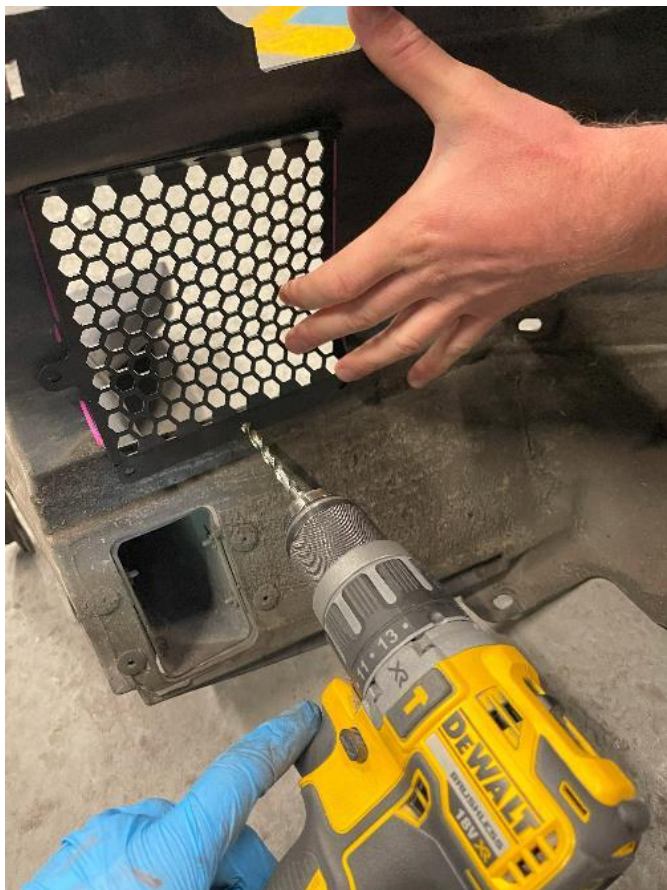
10. Working on the wheel arch liner, you now need to cut a hole for the supplied stone guard mesh. **Please read the following steps carefully in order to insure you only make cuts where necessary.** Place the mesh 45mm from the bottom edge, as shown below with the blue arrow. Then mark with a pen the outline of the two sides **ONLY** as shown (orange arrows). **Do not mark out any other line yet.**



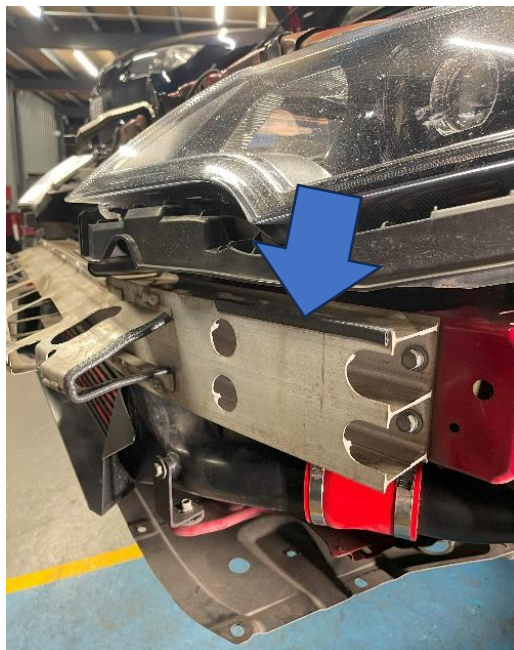
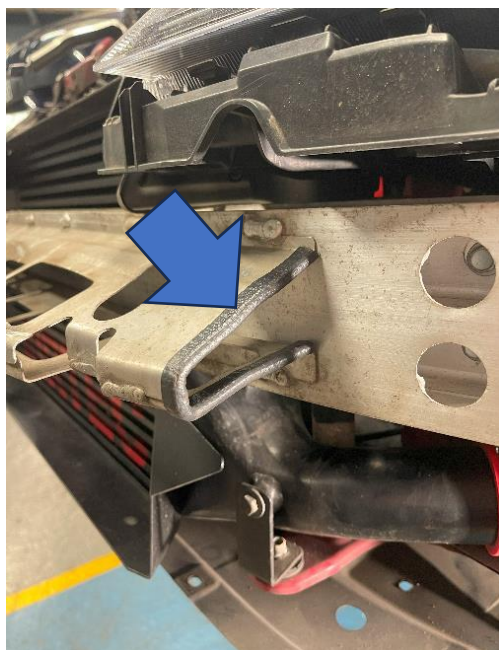
11. Now remove the mesh and mark out the cut lines, which will be 5mm further **inwards** than the two out lines previously made, as shown.



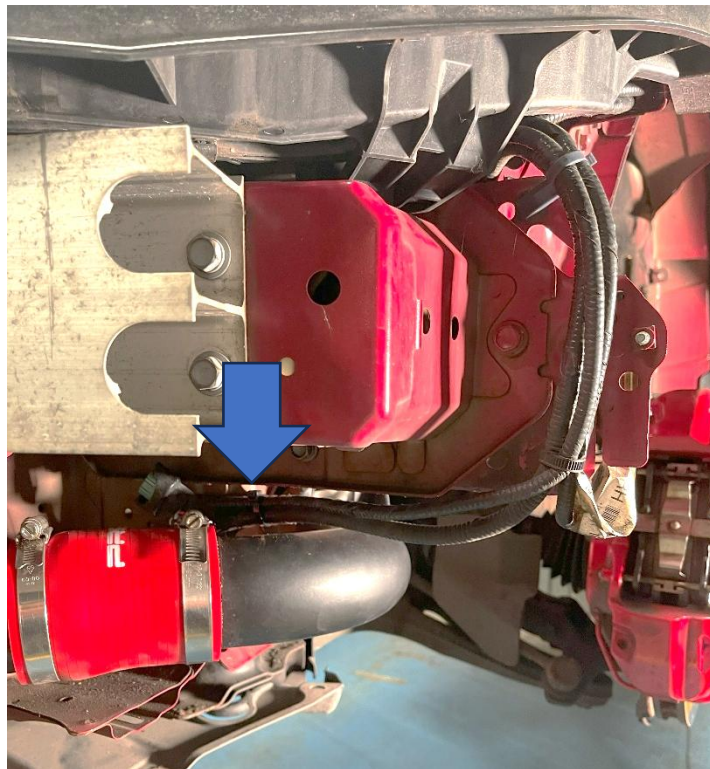
12. Using a 5mm drill bit, use the bracket to mark out the eight mounting holes in the arch liner, as shown. Then secure the mesh in place using the supplied M5x16mm Button Head bolts with Nyloc Nuts and washers.



13. Working on the car, apply the three pieces of rubber trim that are provided in the kit to the three edges, as shown. The shortest goes on the end of the crash bar in a straight line. The second shortest goes over the end edge and the longest goes around the hole in the crash bar.



14. Then use the cable tie supplied to secure the original fog light cable out of the way.



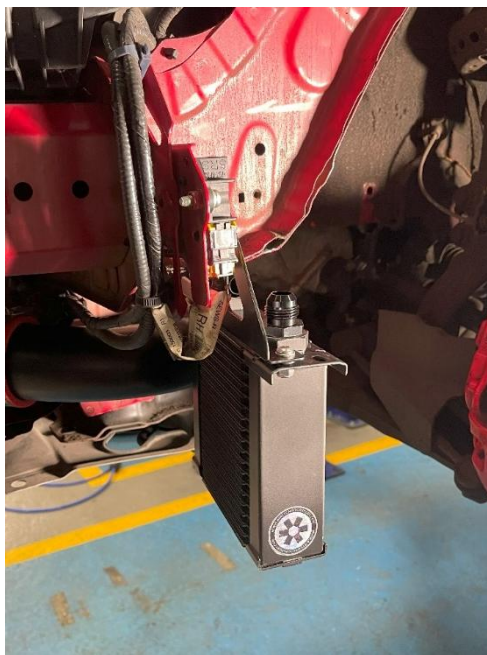
15. Fit the supplied AN10 fittings ensuring the O-rings provided are fitted and seated correctly.



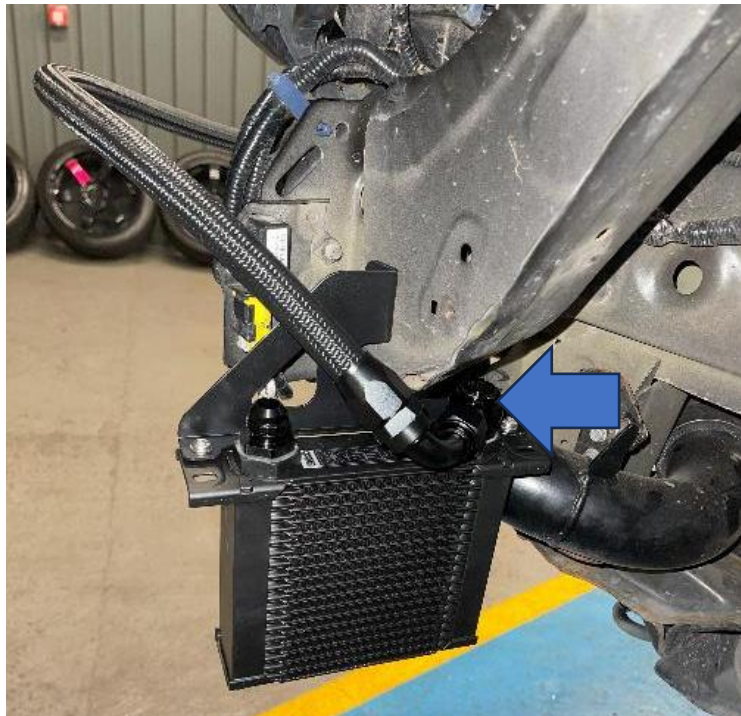
16. Now fit the front mounting bracket. Ensure you fit the supplied rubber O-rings between the oil cooler and bracket on each fixing, as shown (blue arrow) as these are used to reduce vibration when fitted. Then use the M6x16mm Button Head bolts with nuts and washers supplied to secure it.



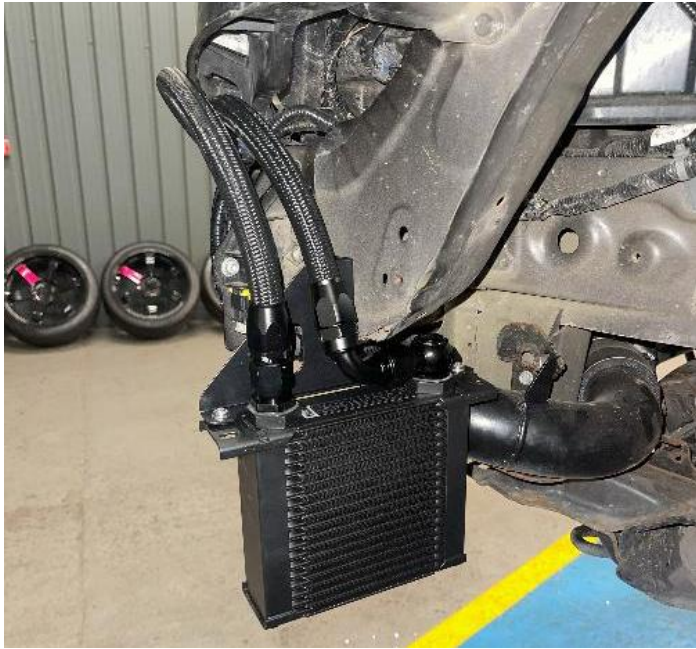
17. Locate the spare M6 thread on the unner wing and use the supplied M6x16mm Socket Head Bolt and washer to secure the oil cooler assembly to the car.



18. Attach the oil line with the 90-degree end to the rear fitting, as shown. Tighten it at the angle shown and then feed the line through the crash bar and down through the hole with the rubber trim fitted in Step 13.



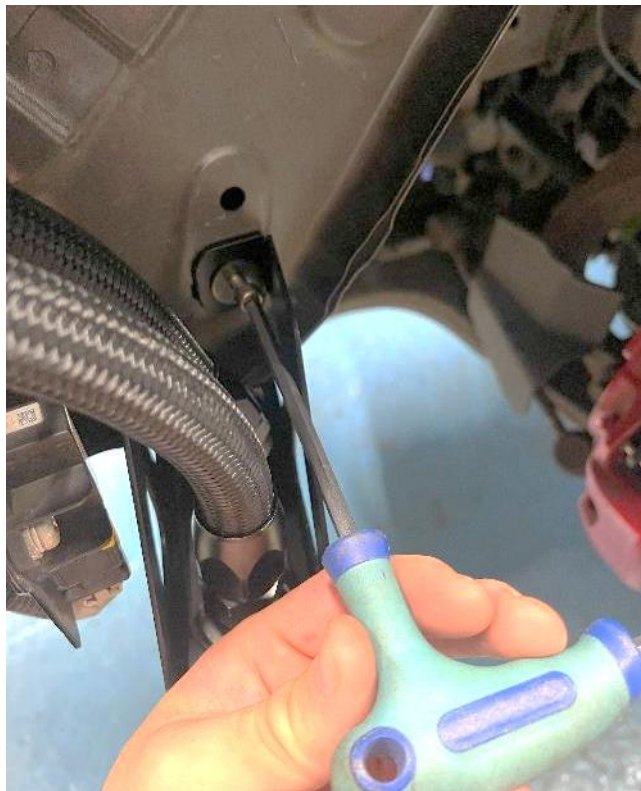
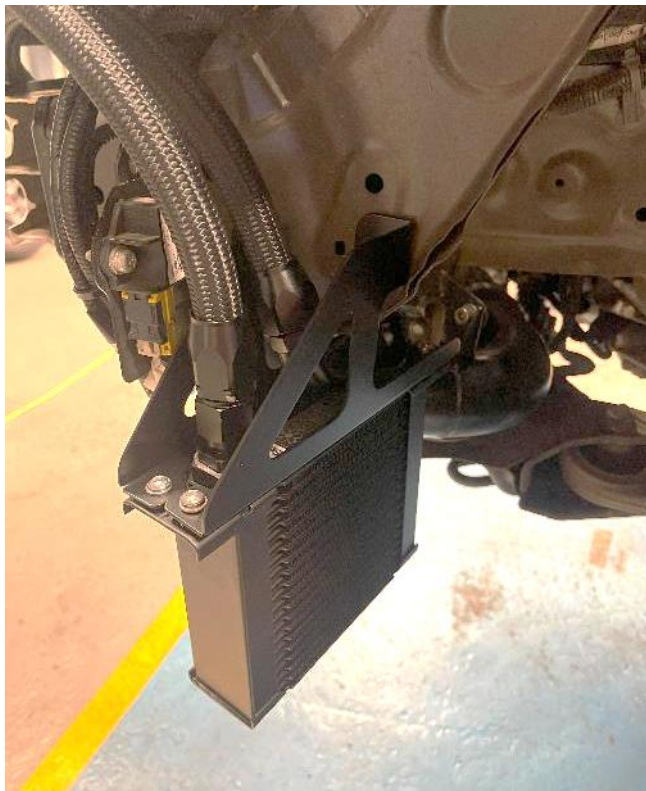
19. Attach the second oil line to the remaining fitting on the cooler and tighten. Then feed the line through the same way as the first.



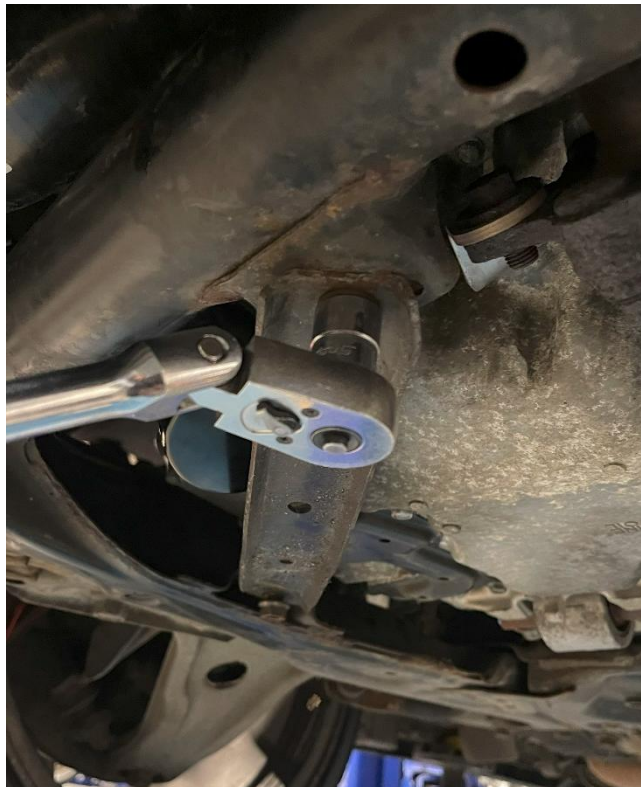
20. Now feed both lines past the left-hand brake duct, under the front panel and above the crossmember to reach the oil filter as shown. See Step 23 for where lines should locate once the under tray is removed.



21. Now attach the rear mounting bracket to the oil cooler mount bracket to the rear of the oil cooler in the same way as the first bracket, including O-rings. Then attach it to the car using the second spare M6 thread, as shown using the supplied M6x16mm Socket Head bolt with a washer.



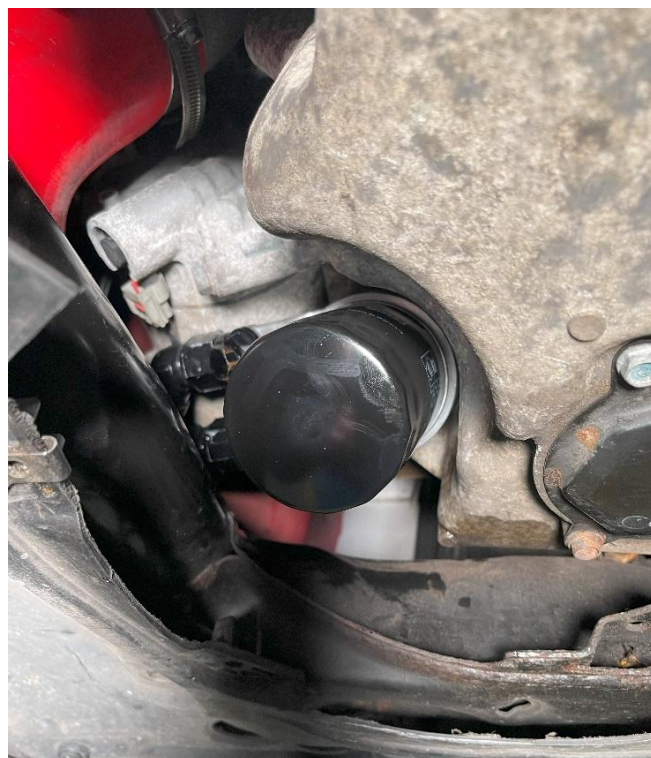
22. Working under the car, undo the service panel and then remove the off-side chassis brace for better access.



23. Remove the original oil filter and have something to hand to catch any spilt oil. Then fit the AIRTEC Motorsport sandwich plate in place as shown, with the supplied centre fixing nut to attach it but do not fully tighten yet. You can then attach the oil cooler hose fittings but do not fully tighten yet.



24. Once you have checked all the lines and fittings clear and do not touch the subframe, fully tighten them as well as the sandwich plate centre bolt. You can then add the supplied blanking fittings and then the oil filter. **Please note:** Make sure every fitting here is tightened all the way until it is firm and very tight.



25. Add the supplied protection plastic trunking and cable tie oil lines up out of the way.



26. 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.

