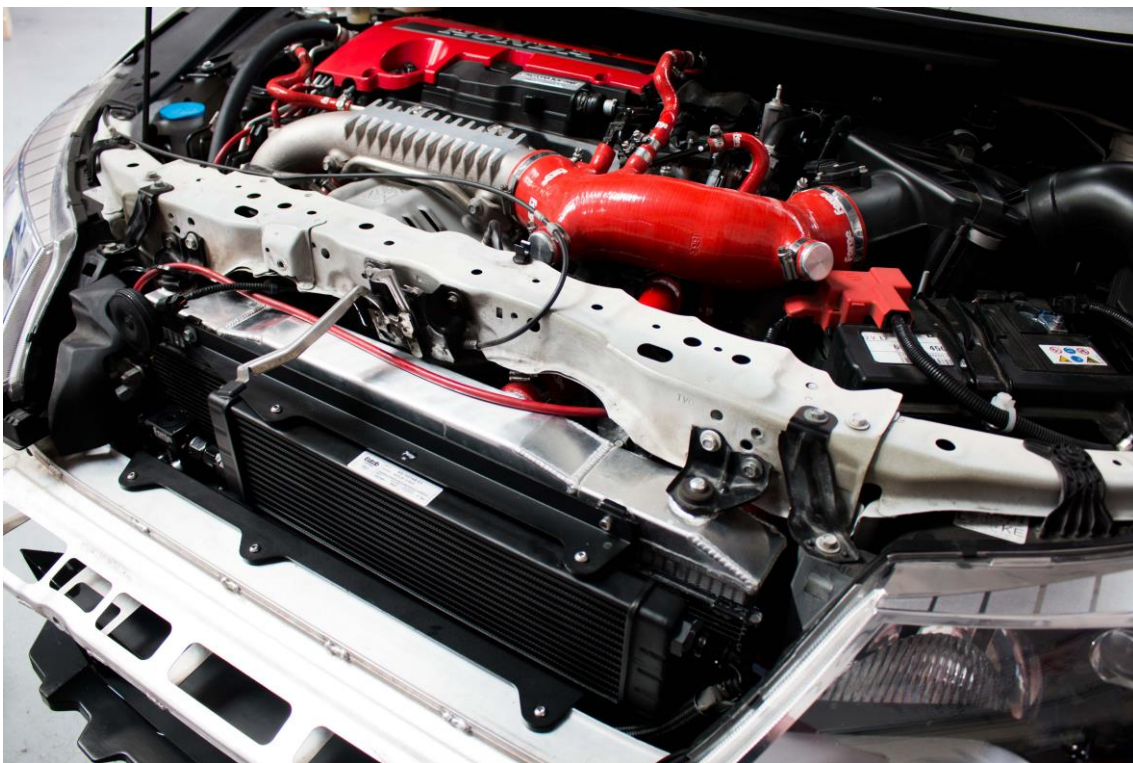




Honda Civic Type R Performance Oil Cooler Installation Instructions



Tools Required:

Flat headed screw driver

Phillips screw driver

10mm Hose clamp drive

10mm and 12mm socket with suitable wrench and extensions

10mm spanner

17mm spanner

8mm Allen Key

6mm Allen Key

An extra 0.89litres of oil to fill the extra capacity once installation is complete and a sufficient heat cycle has taken place.

Please thoroughly read through and familiarize yourself with these instructions in their entirety prior to beginning any part of the installation process of any component. Please also ensure the vehicle and engine has cooled down sufficiently to avoid risking possible skin burns or other injury. Please also read the information below before starting any part of the following installation as failure of incorrect care may void your warranty.



Important information regarding your new Forge cooling product

You have purchased a Made in Great Britain Forge Motorsport cooling product. You have chosen wisely, you now have a product that simply leaves the competition behind. All you need to do now is install and maintain the product correctly to maximise its full potential.

All Forge products are tested before leaving our facility to ensure you 100 % satisfaction.

Good general information and care for your Forge cooling products

- On installing your intercooler/radiator be sure that all hose clamps and fittings are tightened to prevent any leakage.
- Ensure that none of the intercooler/radiator and the associated plumbing components are not rubbing on any body parts. This can cause premature failure and warranty invalidation from Forge.
- Do not use **any** car cleaning products, particularly traffic film remover solutions or shampoos to clean your intercooler, radiator or oil cooler. The use of these products can damage the Forge cooling systems and invalidate your warranty.
- Any cleaning should be done with hot soapy water and well rinsed.
- We recommend that you should inspect your product on a regular basis for bent and/or crushed fins. Any bent fins should be carefully straightened to allow ambient air to pass through the core face.
- At the time of installing your Forge radiator, an approved coolant must be used and added to the coolant system. Be sure you NEVER mix coolant and ALWAYS use DISTILLED water.
- On Forge Oil Coolers please ensure all hose clamps and fixings are tightened and secure to prevent leakage.
- Do not exceed 9 bar (130 psi) rating on your oil cooler.

What should you do if a fault develops?

If you suspect that you have an issue, you should take your vehicle back to where the installation of your Forge product was carried out, or to a suitable and qualified tuner for investigation of the problem.

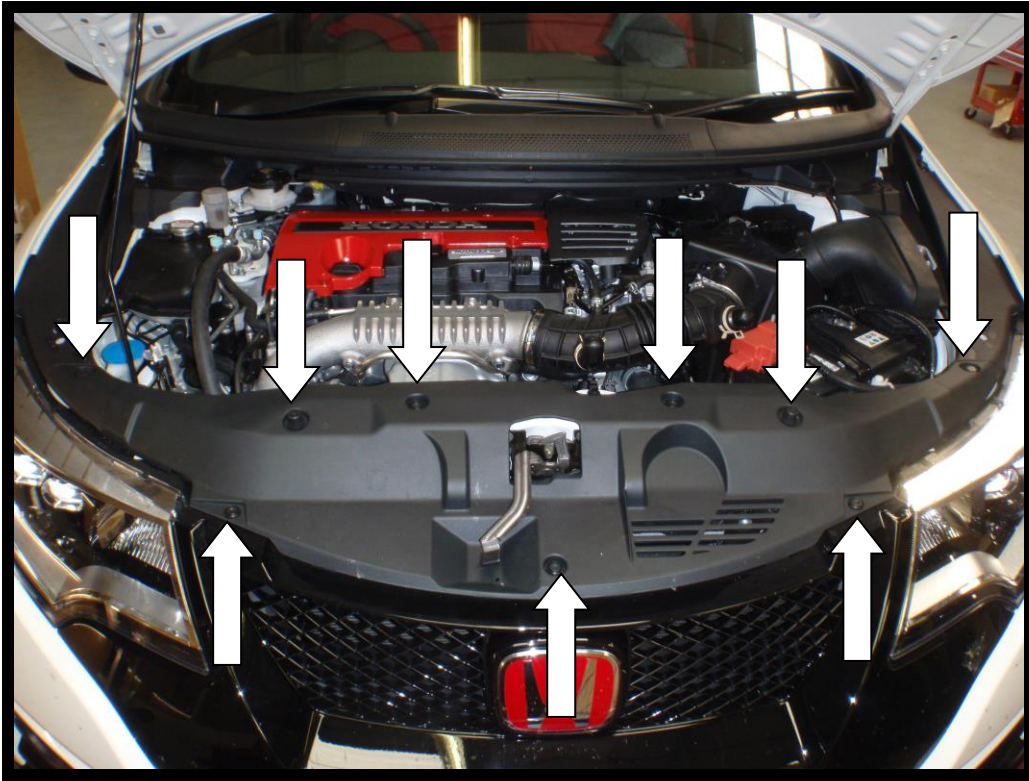
If you suspect that the problem has occurred due to faulty manufacture please contact your Forge dealer or Forge Motorsport UK, Forge Motorsport USA or Forge Motorsport Asia, depending on your geographical location, to discuss the issue.

How to get the Best from your Forge cooling products

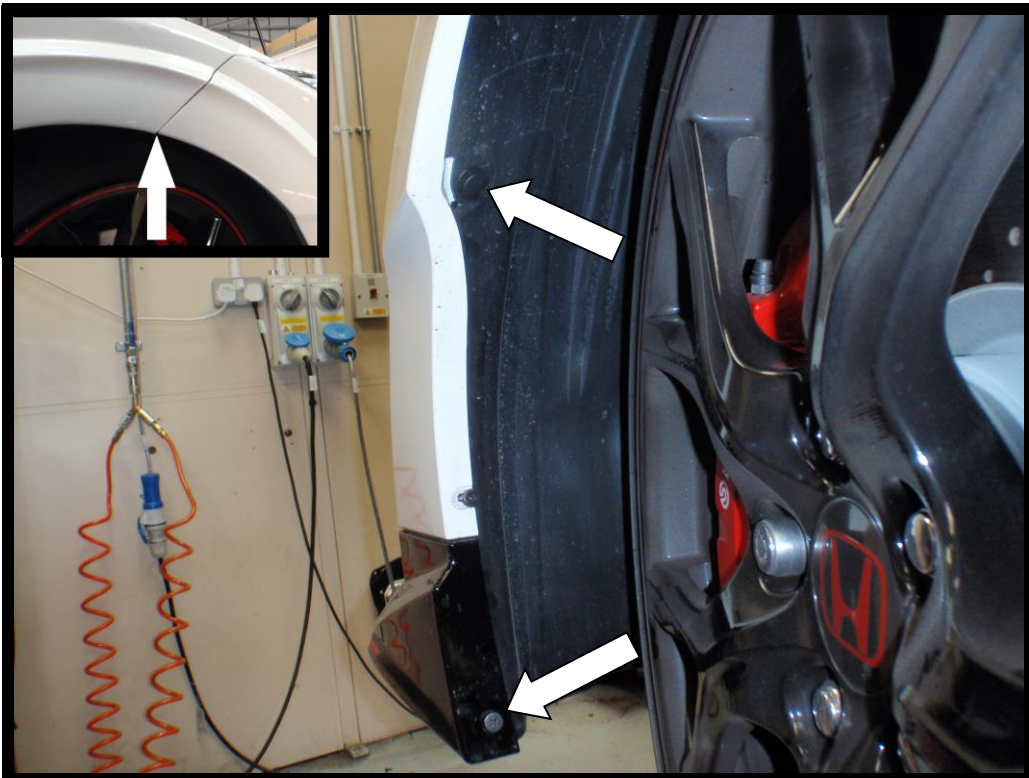
- Ensure the fitting is carried out by a reputable, competent, garage, tuner or mechanic.
- Carry out regular visual checks, inspections and service.
- Only fit the Forge cooling product for the application that it was designed for.
- Do not fit other parts that could detrimentally affect the efficiency of your Forge cooling product.

Engineered For Performance – Race Proven Daily Driven

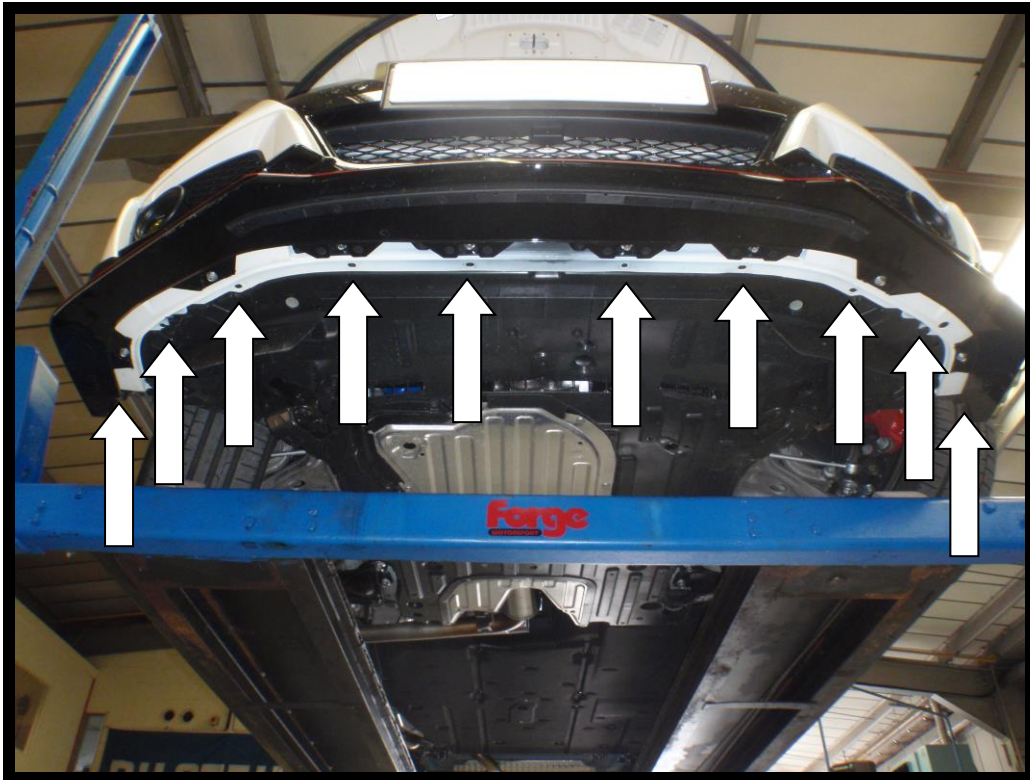
1. Remove the clips from the slam panel cover and remove.



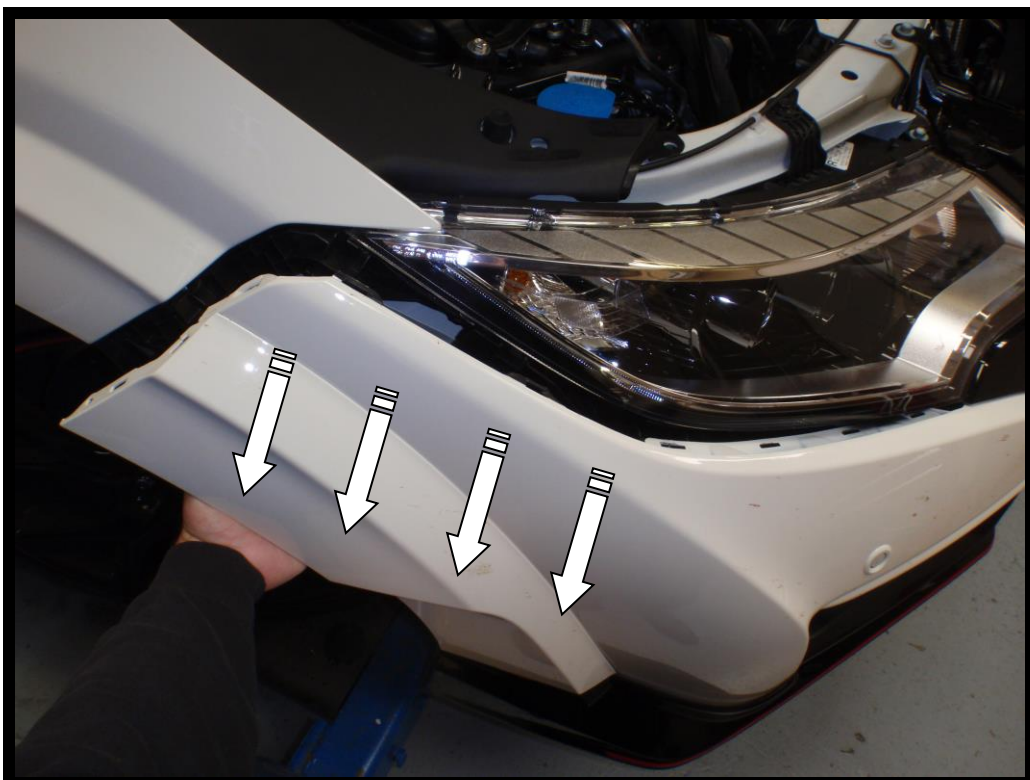
2. Remove the screws and plastic clip from both arch liners.



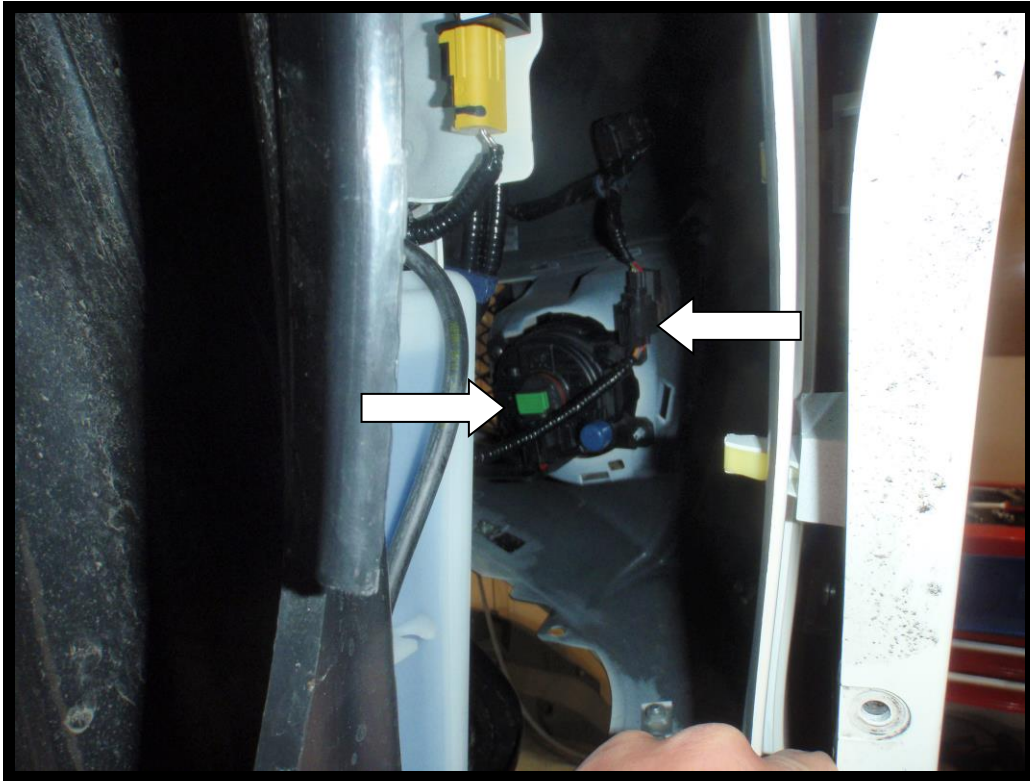
3. Remove all of the plastic clips from the edge of the under tray.



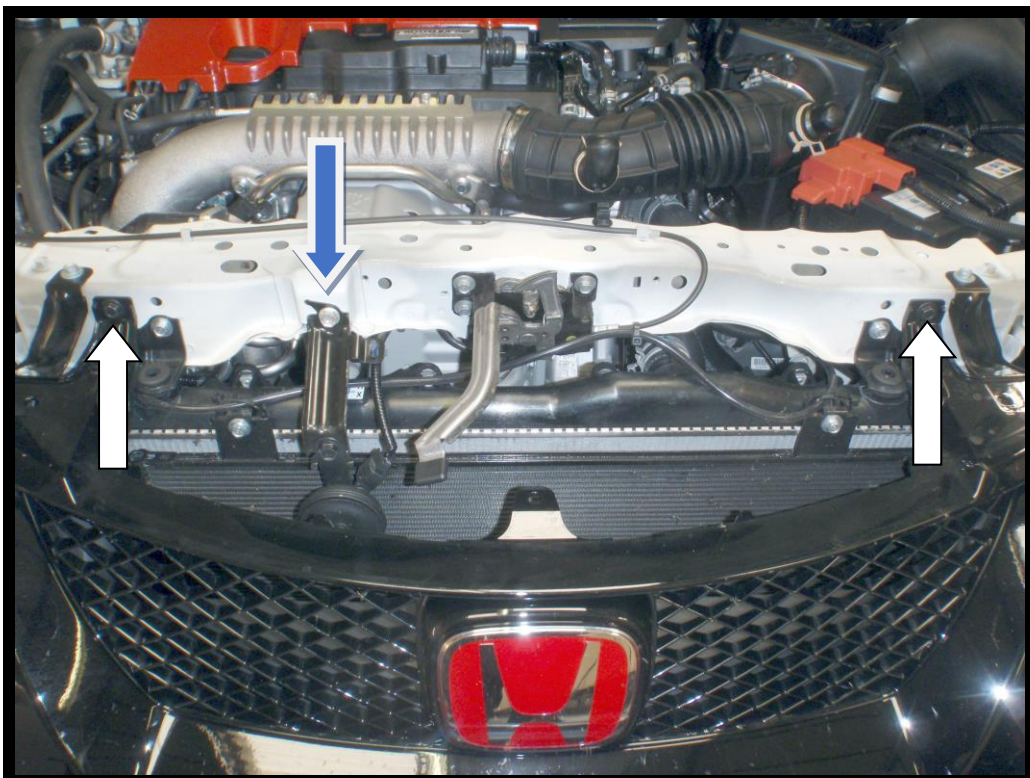
4. Pull the bumper out from the wing and the head light. Take care of the arch as it is only attached with double sided tape and can easily detach from the bumper.



5. With the sides of the bumper pulled out unclip the spot lights on both sides and parking sensors.

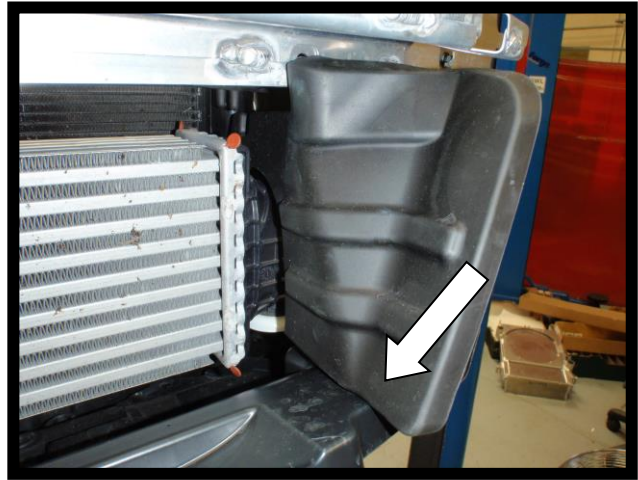
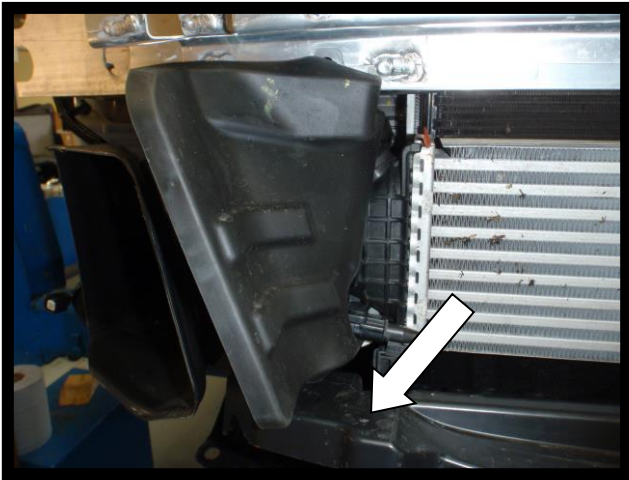


6. Remove the two bolts at the front of the bumper, the bumper is now free to be removed.

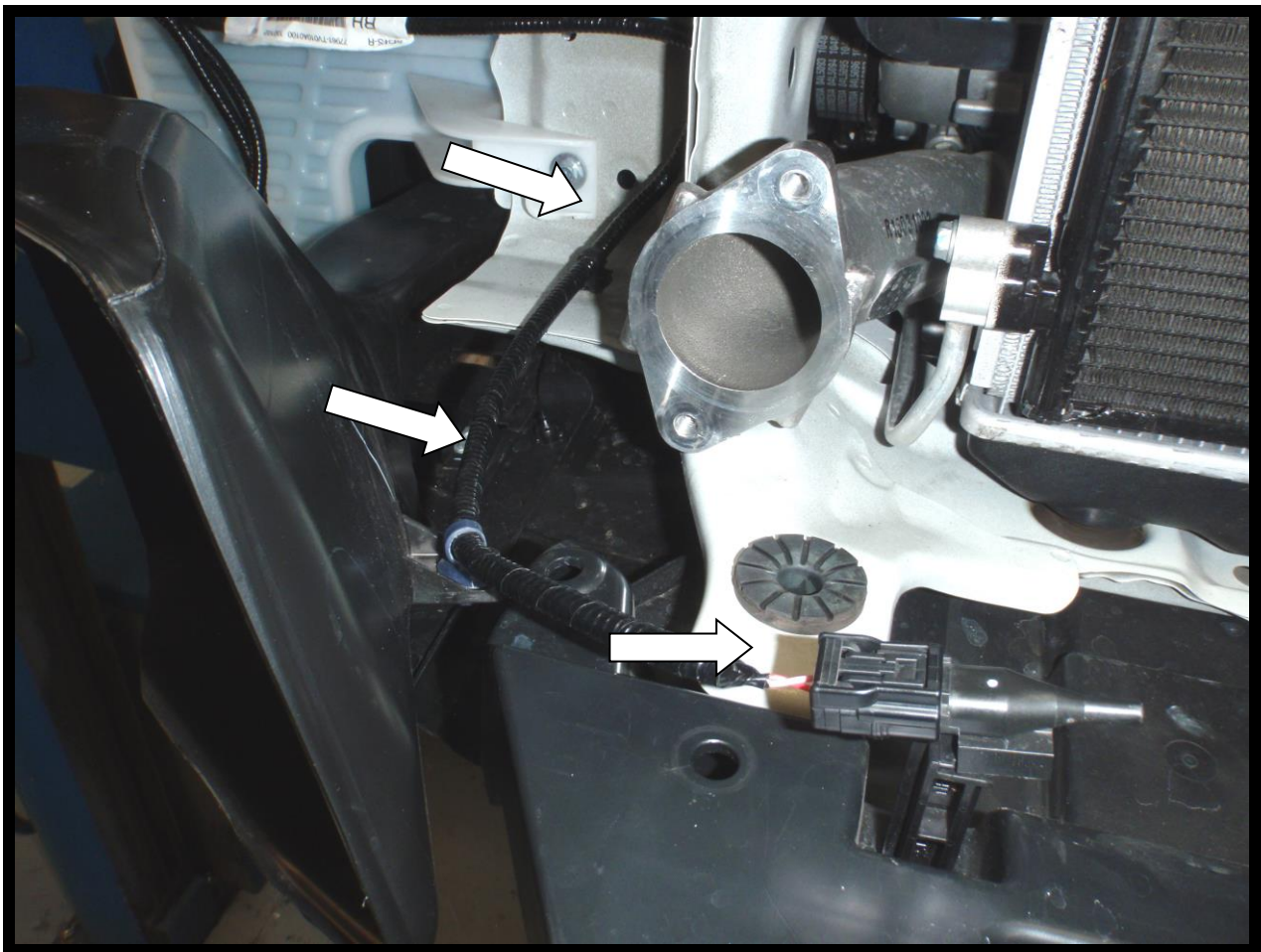


7. Unclip the wiring loom from the horn, Then using a 12mm spanner remove the horn and bracket from situ.

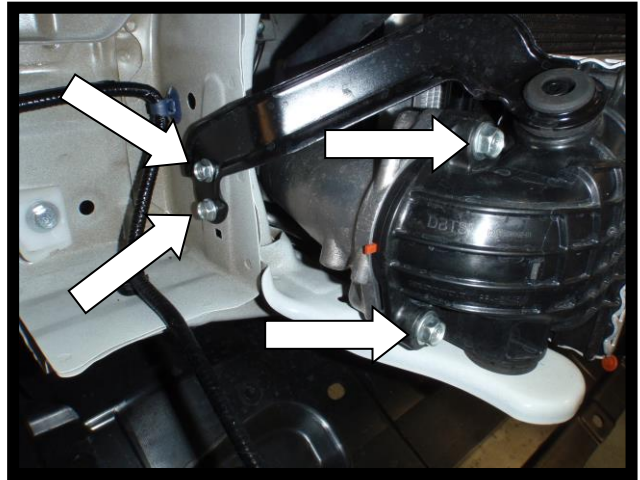
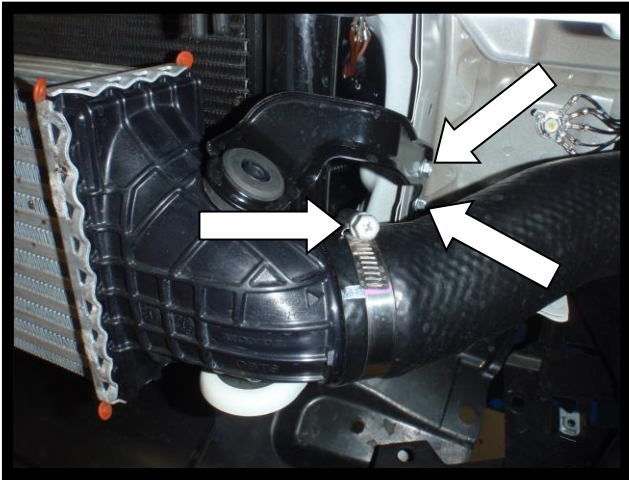
8. Unclip the rubber ducting and remove.



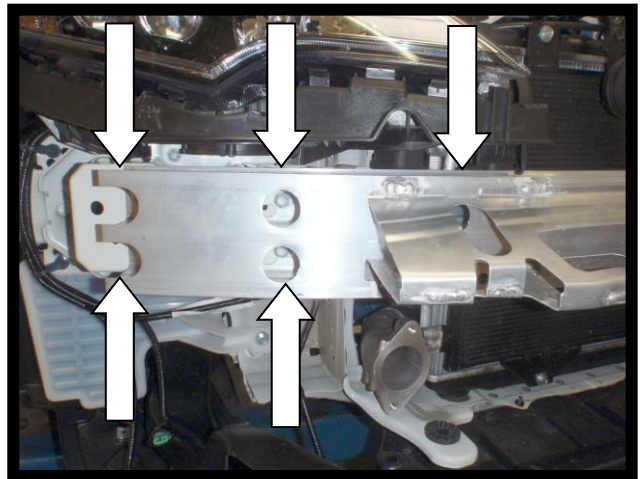
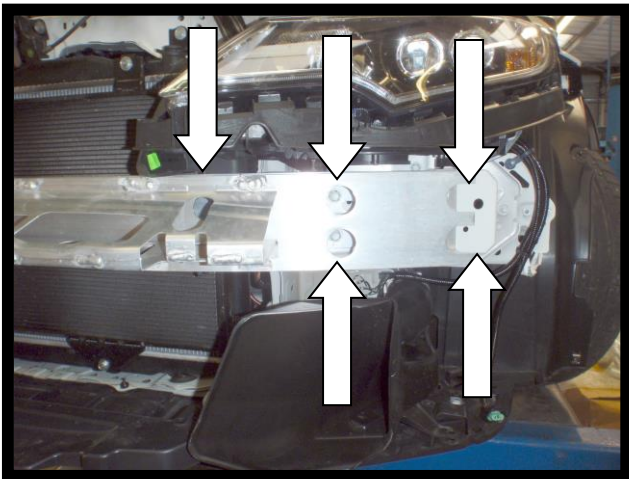
9. Unclip the air temperature sensor and the two clips on the wiring.



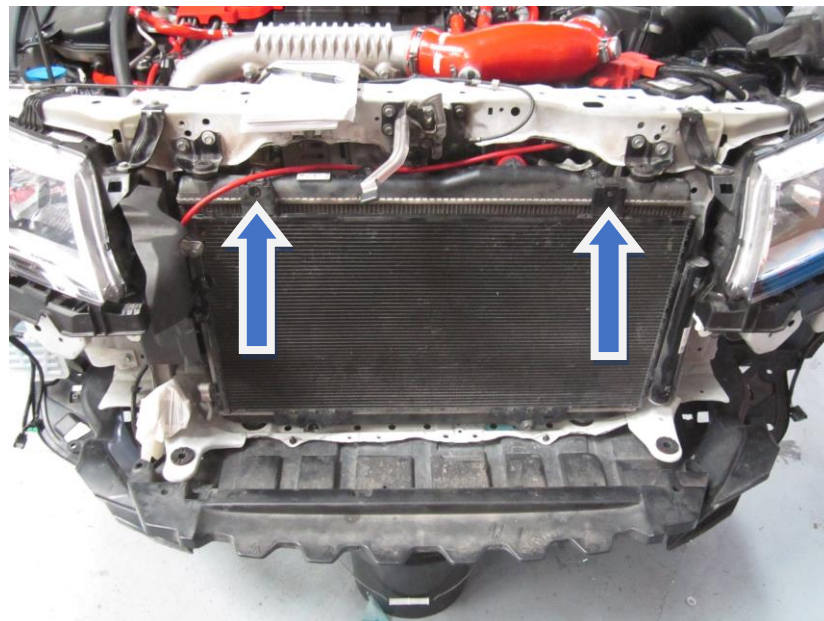
10. Remove the 12mm bolts and undo the hose clip, remove the 10mm bolts from the brackets and remove the intercooler.



11. Remove the 12mm bolts and remove the crash bar.



12. Using a M10 Socket remove the two upper M10 fasteners that hold the condenser to the radiator.



13. Using a 17mm spanner undo the sump plug and drain your vehicles oil .
Once the oil is drained this should be disposed of responsibly and safely.



14. When the oil has fully drained remove the engines oil filter .



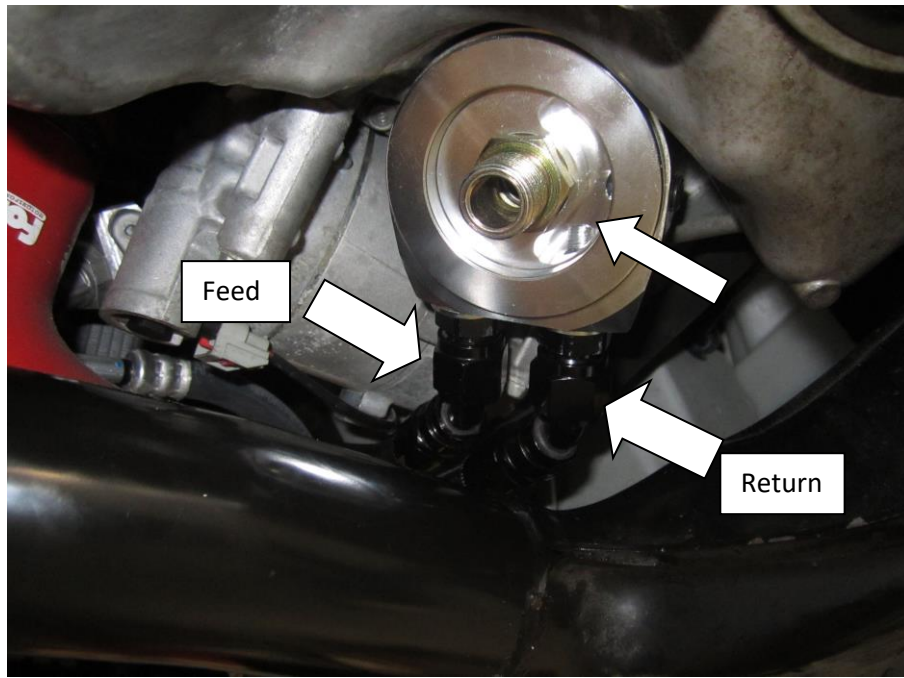
15. Fully tighten the fittings into the sandwich plate ensuring the dowty seal is in position.



16. Fit the two oil lines with the 45 degree fittings each end onto the sandwich plate and tighten by hand in the same orientation as the picture below .



17. Clean the sealing face for the oil filter ,a small amount of clean oil should be smeared on the sandwich plate along with the oil filter when being installed .Follow the next 3 pictures to ensure you place the oil lines in the correct position then mount the sandwich plate into position with the oil cooler extender bolt ,this only needs to be finger tight at this moment .



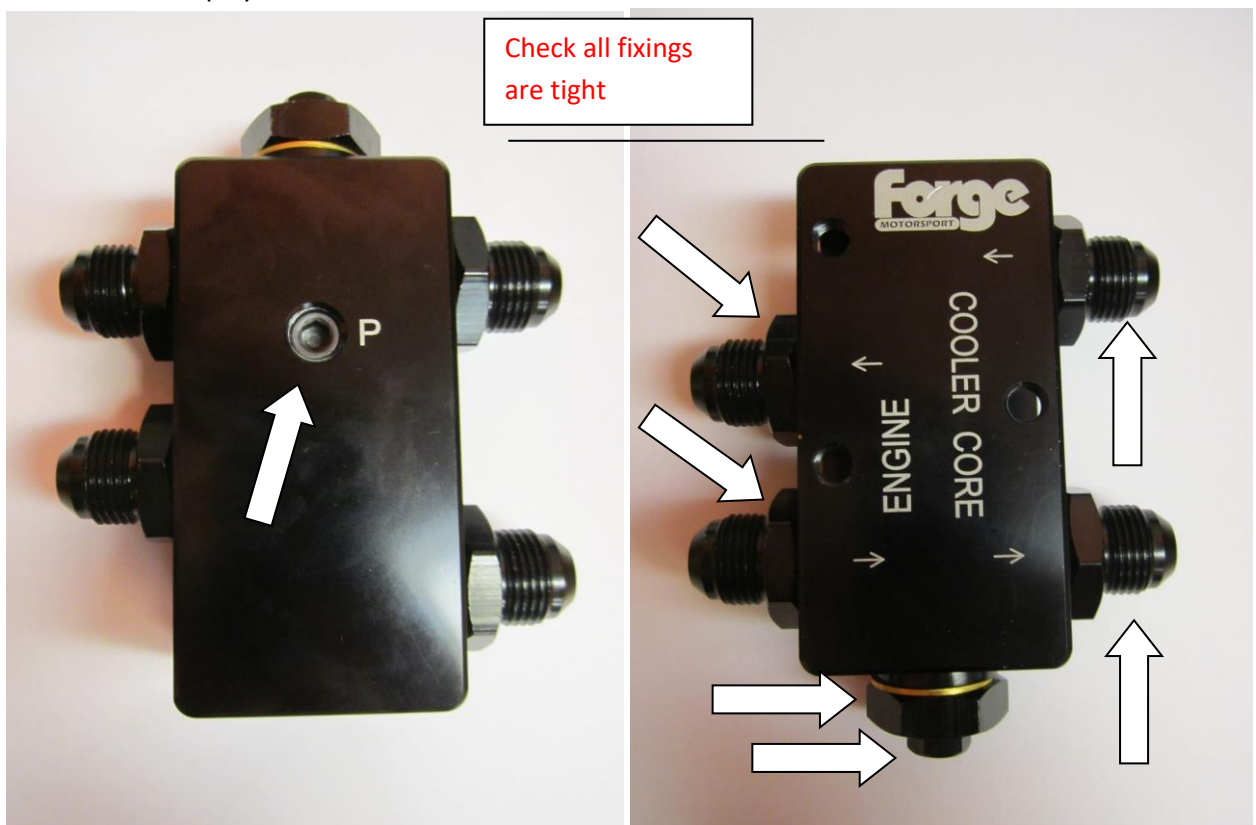
18. Place the crash bar back in situ using only one fastener either side the tighten both them both fully .



19. The oil cooler kit must now be assembled, Start by inserting the AN-8 –M22 fittings into the oil cooler ensuring the o-rings are in situ ,the hexs that are formed onto the oil cooler must be held with a spanner while tightening the adaptors, Failure to hold these while tightening could result in fracturing the oil cooler itself .



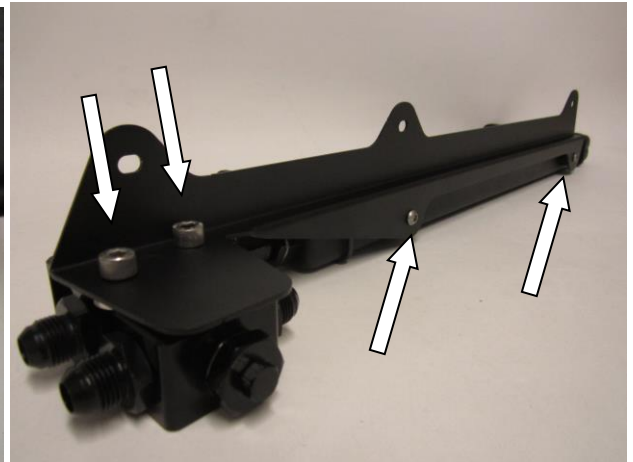
20. Assemble the remote oil thermostat housing again ensuring the o-rings are in place in between the AN-8 fittings and the machined billet block ,Using a 8mm Allen Key check the fitting on the top of the remote thermostat is tight ,The pressure gauge take off on the rear of the remote oil thermostat is blanked by a grub screw this can be tightened using a 5mm Allen key .There is no need for a remote pressure gauge as the civics ecu displays this function on the dash.



21. Attach the female to female adaptor to the oil cooler again hold the hex on the AN-8 fitting .



22. Hand tighten the remote oil thermostat housing onto the female fitting and place the spacers in place ready to fit the lower frame assembly to the oil cooler.



23. Using your spanner tighten the female fitting to the remote oil thermostat housing, Then using a 4mm and 8mm Allen key fully tighten the fasteners holding both the oil cooler and remote thermostat to the lower frame assembly.



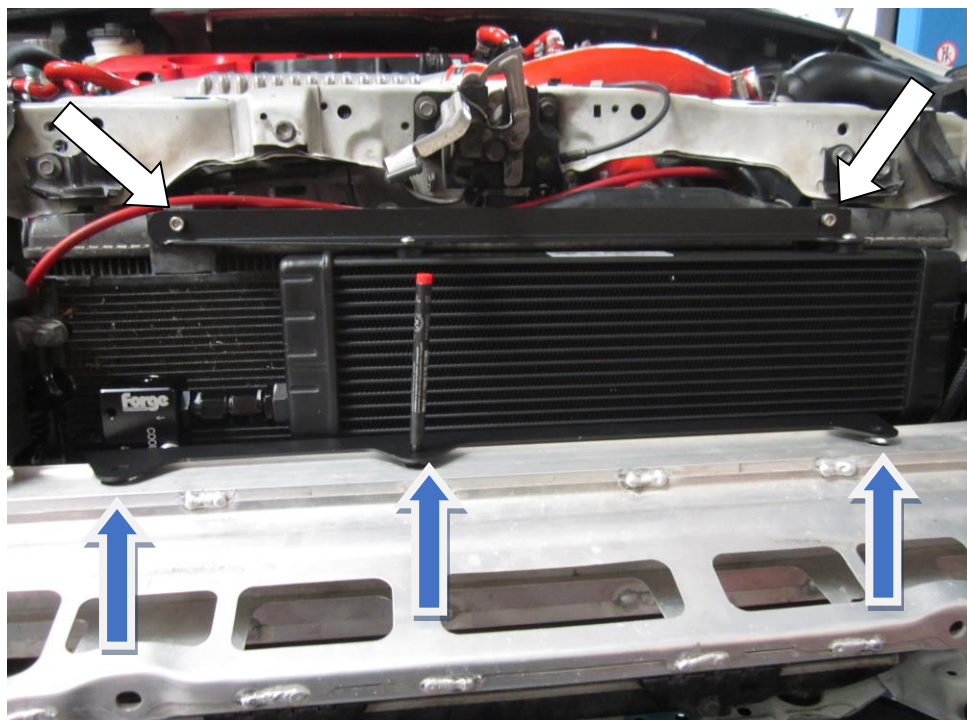
24. Attach the an-8 hose fitting to the oil cooler assembly again making sure you hold the hex on the opposite fitting to which you are tightening.



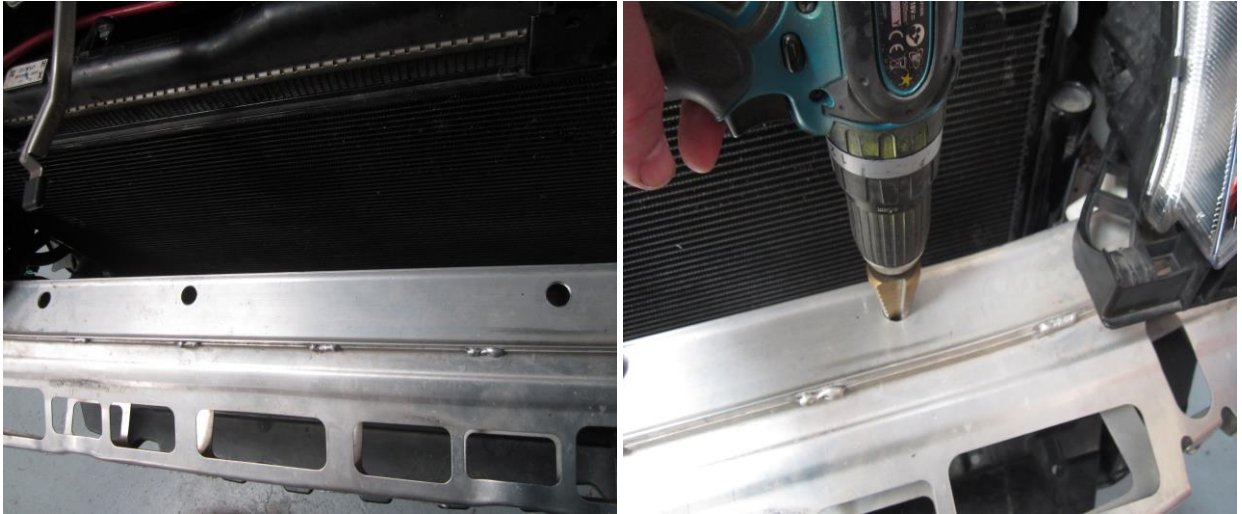
25. Using you 4mm Allen key attach the upper part of the frame assembly as pictured below .



26. Using your m10 socket or spanner attach the oil cooler assembly to the condenser and radiator where you removed the fasteners in section 11.



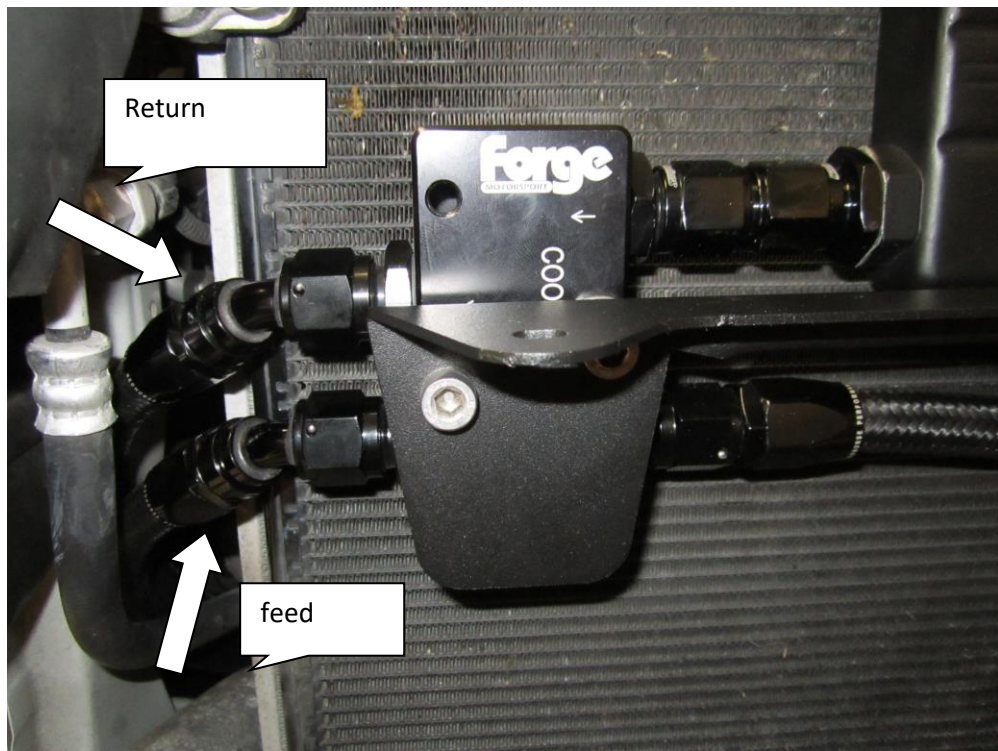
27. Mark the crash bar through the 3 holes in the lower oil cooler bracket assembly as arrowed in the picture above.
28. Remove the oil cooler assembly from situ then drill 3 pilot holes ,These must then be drilled out with a step drill to 17mm.



29. Insert the 3 rubber grommets into the holes you have drilled in the crash bar.



30. Remove your crash bar and refit the oil cooler without fully tightening the fasteners.
31. You may now fit the oil feed and return to the remote thermostat, Again holding the hex on the thermostat fitting while tightening the oil line AN-8 fitting.



32. .Refit the crash bar in order to align the pegs in the oil cooler lower bracket.



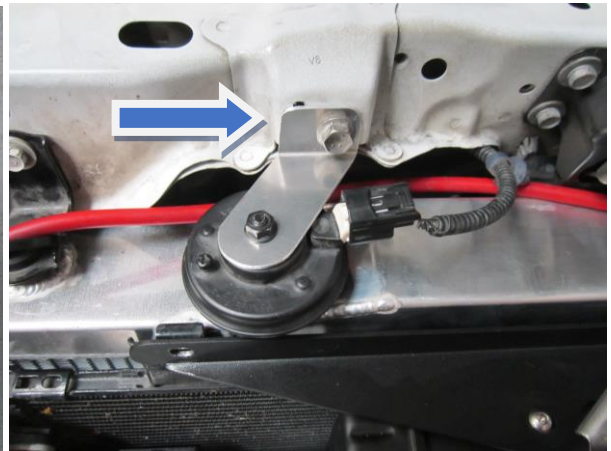
33. Once these have been finger tightened in the correct location slide the crash bar downwards then use a pair of pliers to hold the peg while fully tightening the peg with a 4mm Allen key .



34. Tighten all your fasteners and bolt your crash bar fully into position.



35. Using a 10mm spanner remove the horn from its OEM bracket .Then refit it to the new bracket provided and mount to the slam panel as pictured below.



36. The sandwich plate oil filter extension bolt may now be tightened along with the AN-8 fittings joining the sandwich plate .**PLEASE STUDY THE NEXT PICTURES TO ENSURE THERE IS NO INTERFERENCE FIT BETWEEN THE LOWER BOOST PIPE AND THE OIL LINES .**





37. The oil sandwich plate extension bolt may now be tightened.
38. Smear a small amount of oil onto your new oil filter and screw into place .
39. **ENSURE TO CHECK ALL YOUR FITTINGS ARE TIGHT BEFORE FOLLOWING STEPS 1-18 IN REVERSE ORDER TO COMPLETE YOUR INSTALLATION .**
40. Fill your engine with oil then after 5 miles or a sufficient heat cycle check your oil level ensuring it is at the correct level.



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