



CPT COLD AIR INTAKE SYSTEM

Installation Instructions Part #CP-517 4 piece 06-10 Honda Civic 1.8L DX / LX / EX

Check Point Tuning
Fullerton, CA 92831

CPT -517 06-10 Civic 1.8 L DX / LX / EX

Congratulations on your new CPT Cold Air Intake System!

Your CPT intake system has been highly tuned after many years of research and development to provide the perfect marriage between form and functionality. The cold air design replaces the stock air intake location, much like a turbo intercooler, to allow the cooled air from the lower front of the vehicle to be forced into the engine via the intake, especially at higher speeds. This circumvents the extremely high intake temperatures of the engine area. In addition, CPT Products is proud to be the very FIRST company that offered a cold air intake in a polished aluminum design. We realized back in the 1990's that a polished aluminum intake provides a more lightweight, attractive, and highly DURABLE alternative to the stock, plastic, and ceramic applications that were available.

The CPT Stainless Steel filter is constructed of high grade T304 stainless steel, with a fine stainless steel micro mesh. Its' strong metal construction provides an extended life over paper filters, and results in a deeper resonance giving your car a more pleasing guttural exhaust pitch.

All CPT Products are backed by a One Year Warranty for defects in structure and workmanship.

Warning: The CPT Cold Air Intake System is not designed to be operated underwater! Avoid driving or submerging your vehicle into large puddles or flooded areas that place your filter underwater. Failure to do so may result in water ingestion into the intake system causing severe engine damage. If you anticipate driving in submerged or flooding conditions, replace your Cold Air Intake System with your stock intake assembly immediately.

Installation Instructions

We recommend you have a trained professional install this product. Please be sure to read and understand ALL these instructions prior to installing this product.

Note: This intake pipe kit requires the removal and reinstallation of emissions related components. If you are not familiar with the installation and/or the operation of these components please refer this installation to a qualified professional.

1. Preparation
 - a. Make sure the vehicle is parked on a level surface.
 - b. Set the parking brake.
 - c. If the engine has ran in the last 2 hours, let it cool down.
 - d. If your radio has a security code, make sure you have it before you disconnect your vehicle's power.
 - e. Disconnect the negative and positive battery terminals.
 - f. Jack up the vehicle and remove the driver side wheel.

2. Removing the stock air intake system

Before removing any of the O.E. components label each individual part so that no components become mixed up during the installation process.

- a. Disconnect the battery and carefully remove the battery and battery tie down from the engine bay. Be sure to set the battery on cardboard or a safe material to protect the surface you are laying it on as well as to keep the battery from discharging.
- b. Remove the battery tray from the vehicle. Locate the 2 bolts connecting the stock intake system to the battery tray support.
- c. Disconnect the rubber arm running from the stock air box towards the front of the vehicle. Remove it from the vehicle.
- d. Undo the clips on the stock airbox. Remove the lid and the filter inside from the vehicle. Undo the 2 bolts located on the lower portion of the airbox and remove the airbox assembly from the vehicle.
- e. Disconnect the MAF sensor harness from the MAF sensor about the airbox. Unclip the plastic wire harness from the airbox.
- f. Disconnect the metal breather line from the valve cover. Disconnect the other end of the breather line from the clip behind the airbox. Disconnect and remove the small rubber hose from the valve cover.
- g. Undo the plastic clips holding in the lower splash shield on the front driver side. Undo the clips on the wheel well splash guard. Remove the splash guard or pull it back in order to access the cold air installation area.
- h. Undo the 2 bolts holding the resonator portion of the stock intake system to the vehicle. Remove both pieces of the resonator from the vehicle.
- i. Disconnect the upper inlet pipe from the grommet holding it and remove from the vehicle.
- j. Carefully unscrew the MAF sensor from the stock airbox and set aside for future re-installation. Loosen the hose clamp on the rubber elbow on the stock airbox and remove the elbow for future reinstallation as well, making sure not to remove the hose clamps on it.
- k. Go back to the battery tray support and locate the 2 bolts to the top and right holding it to the vehicle. Remove the 2 nuts beneath it BUT leave the battery tray support in place inside the engine bay.
- l. From beneath the vehicle, twist the radiator drain valve open and drain about 1 quart of coolant into a clean container (it will be reinstalled later). Close the drain.
- m. Disconnect the coolant line and hard line from the vehicle. Replace with the included 3/8" diameter hose and hose clamps.

3. Installing the new CPT Cold Air Intake

When installing the cold air intake system do not completely tighten the hose clamps or mounting tab hardware until instructed to do so later in these instructions. Be sure the CP Piping and Filter are clean and free of debris before beginning installation.

- a. Install the small end of the rubber elbow removed in step 2i to the throttle body.
- b. Locate the CPT upper pipe (the small elbow bent pipe). Install the side closest to the nipple into the rubber elbow in the previous step. Connect the rubber adapter hose to the nipple end of the pipe.
- c. On the battery tray support, locate the small battery cable bracket to it. Disconnect the bolt and replace it with one of the included rubber mounts.
- d. Take the 2 smaller CPT pipes. Take the pipe with the MAF sensor hole on it and connect the end farthest from the sensor to the smaller pipe using a rubber hose and 2 hose clamps. Connect another rubber hose and 2 hose clamps to the other end of the smallest pipe.
- e. Connect the MAF sensor hole side of the assembled 2 pipes to the adaptor on the installed upper pipe.
- f. Inspect the lower CPT pipe (the longest pipe). The end with a bracket on the bend will be the end of the pipe where you place the filter. From beneath the vehicle, route the pipe through towards the rest of the intake. The upper bracket on the straight portion should line up with the rubber mount from step 3c. The lower bracket on the bend should line up with a hole on the fender. Install the remaining rubber mount to this hole.
- g. Install the lower pipe to the rubber hose on the upper pipes and rubber mounts.
- h. Carefully re-install the stock MAF sensor onto the sensor hole into the second smallest CPT pipe. Replace the plastic wire harness that was clipped to the airbox with the included wire loom wrap.
- i. Install the included 5/8" hose between the nipple on the CPT pipe and the nipple on the valve cover.
- j. Install the included CPT filter onto the end of the CPT intake pipe about 2 inches over the CPT intake pipe.
- k. Re-install the battery into the vehicle and adjust it's position as necessary.
- l. Reinstall or bend back the wheel well splash guard. It will need to be trimmed in order to accommodate the new CPT intake system. Trim out the minimal amount possible to guard against water.
- m. Adjust the entire intake pipe so that no part of it is touching ANY surfaces of the car.
- n. Tighten all clamps and connections.
- o. If included, install the C.A.R.B. E.O. Identification Sticker on to the intake pipe or on the inside of the hood near the device. This sticker MUST be placed somewhere on or near the device in plain view in order to pass a Smog Check inspection.

4. Re-assemble the vehicle

- a. Inspect the engine bay for any loose tools and check that all fasteners that were moved or removed are properly tightened.
- b. Re-install the clips holding in the splash guard and splash shield.
- c. Re-install the wheel and lower the vehicle. Tighten the wheel bolts.
- d. Re-install the battery terminals back onto the battery.
- e. Start the vehicle and check for proper operation of all the components that were removed.

-END OF INSTRUCTIONS-

FAQ

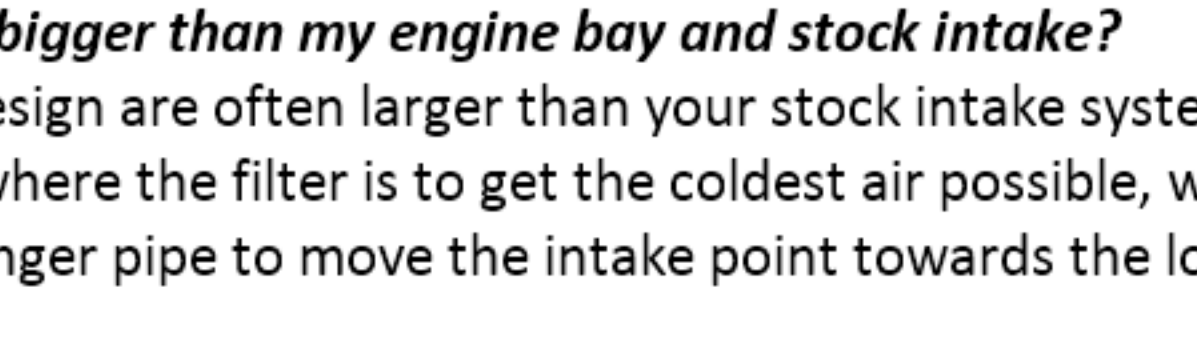
Why does my car have a check engine light after installation?

Disconnecting the battery during installation is an important step required to clear the ECU settings. After installation, it could take a mile or two for the vehicle to readjust to the new amount of airflow, and for the check engine light to clear.

If not, please check that the MAF sensor is facing the same direction as it was in your stock intake system, and that there are no holes or metal remnants near the MAF sensor that could be disrupting the air flow.

Why is my pipe or filter off by 1-2 inches?

Failure to install the vibramount correctly can throw off the alignment of the whole intake. The vibramount serves as a rubber spacer BETWEEN the intake bracket and your car (or heat shield) to absorb the vibrations that would otherwise damage and cause the bracket to break off.



Why is this pipe bigger than my engine bay and stock intake?

CPT intakes by design are often larger than your stock intake system. The point is to move the point where the filter is to get the coldest air possible, which usually means using a longer pipe to move the intake point towards the lower front of the vehicle.

Who do I contact if I have more questions?

For further assistance, please email us at sales@tunersdepot.com