PRELUDE
ENGINEERING LLC
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88-91 Honda Prelude H/F/B-Series Engine Swap A/C Lines

Installation Instructions

(V1)

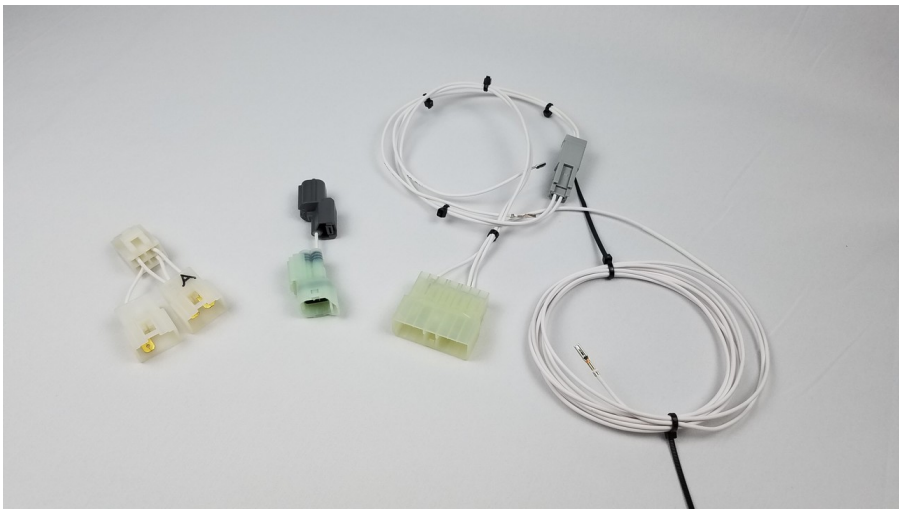
Warning: Any original A/C lines or components you are reusing contain the older R12 oil type which is not compatible with your new A/C compressor (possibly old debris too). You must flush out all these components with pressurized A/C flush, as well as replace the A/C drier. Failure to do so will result in compressor failure.

Compressors and Compressor Brackets:

For B-Series engine swaps you will use a compressor and bracket from a 97-01 CR-V.

For H-Series engine swaps you will use a compressor and bracket from a 97-01 Prelude.

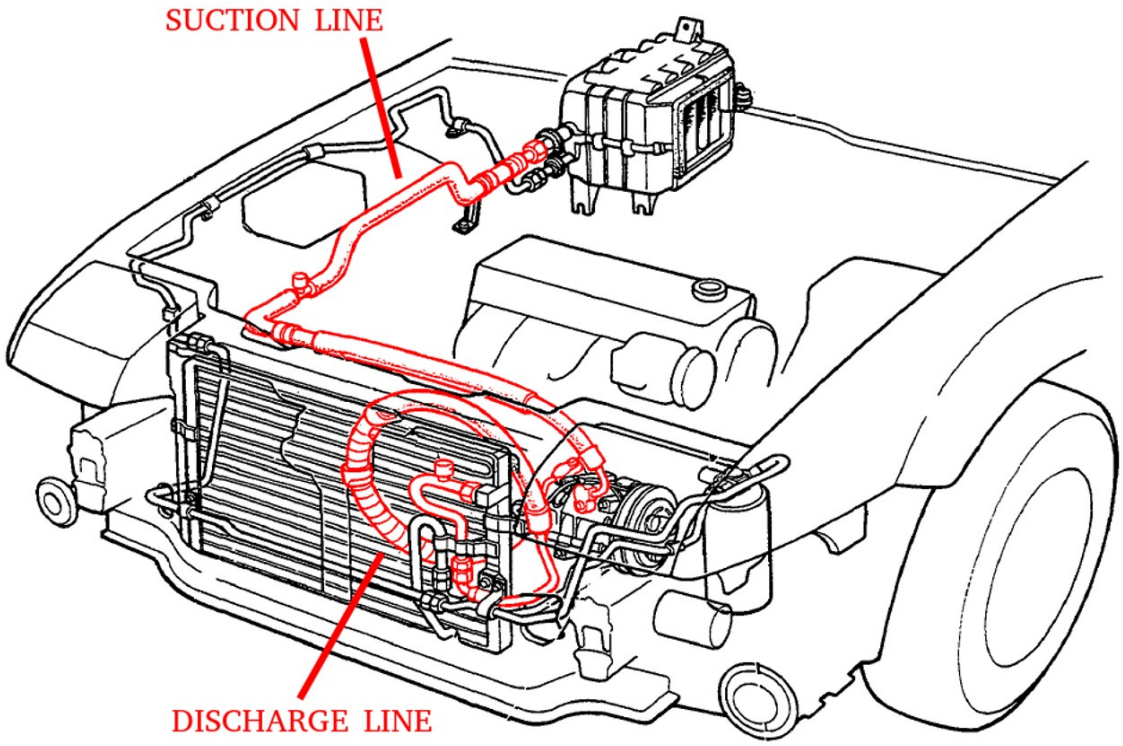
A/C System Wiring:



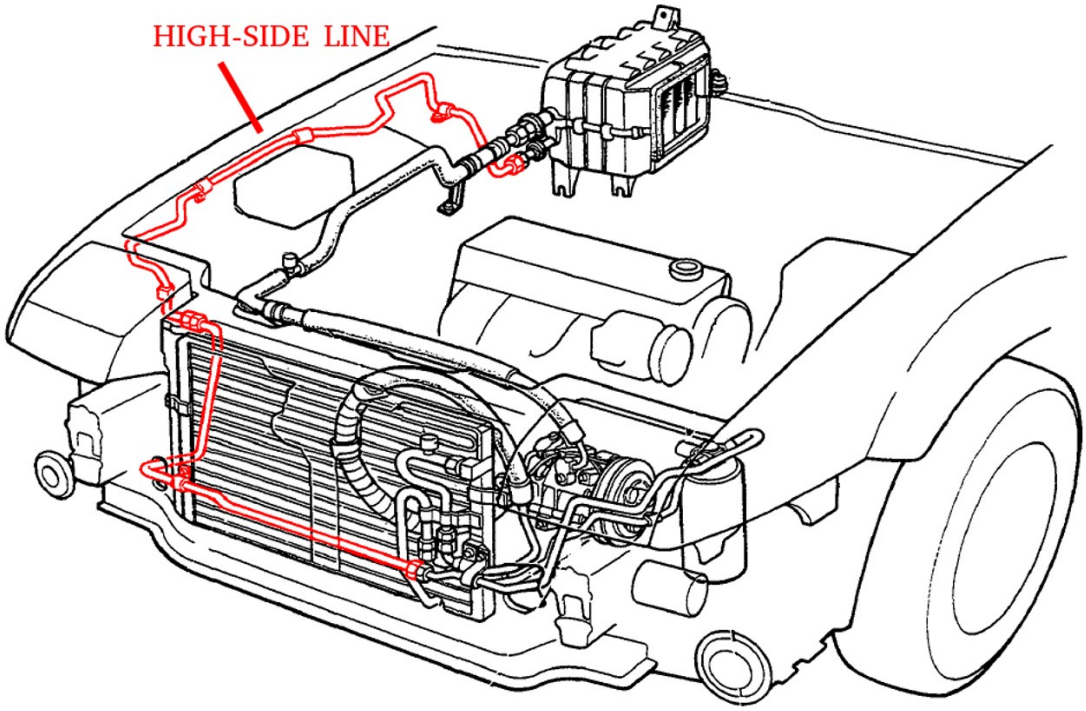
The original 88-91 Prelude A/C control system will not work with the new compressor without modifications. Prelude Engineering LLC sells an easy to install system bypass that will allow the new compressor work just like you expect. You would need the intermediate or advanced kit for your swap, please see the product page:

https://prelude-engineering.com/ac-compressor-control-unit-bypass-plug-and-play-kit/

Remove your original discharge and suction lines shown here in red, if they are still installed:



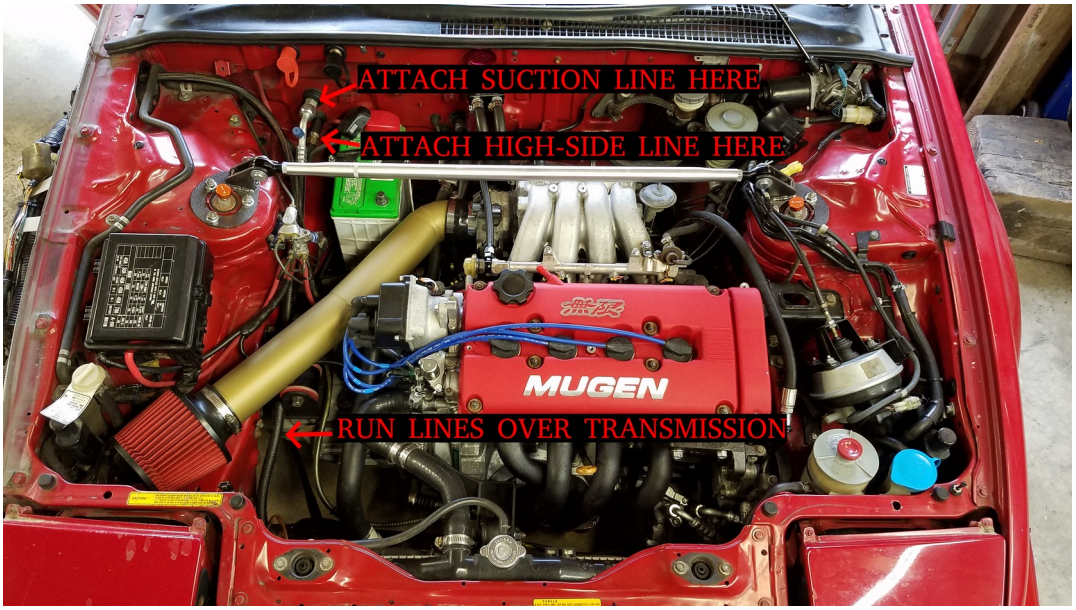
If you bought the optional extra high-side line then remove the original one shown here:

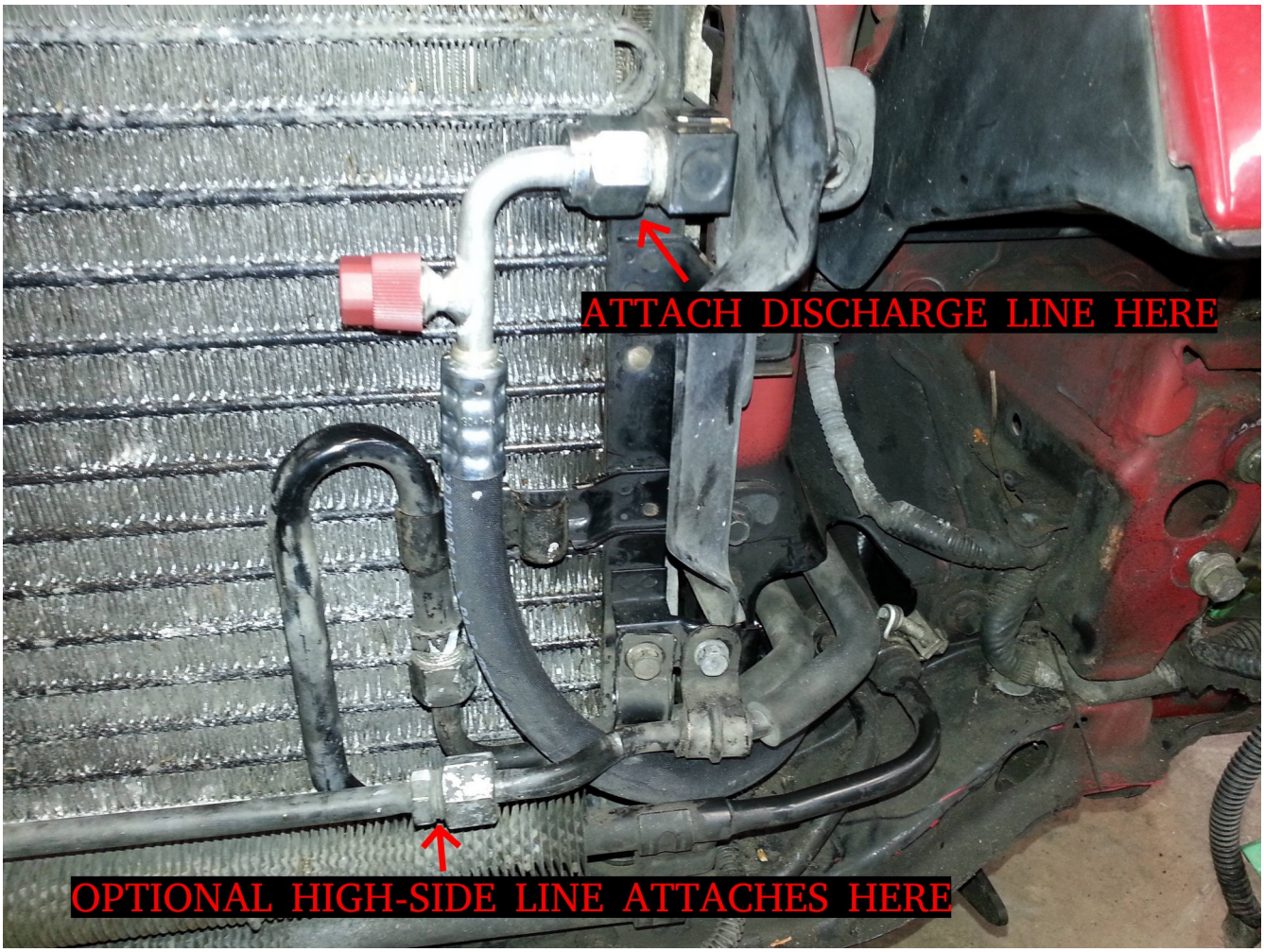


This is the general routing and attachment of the new A/C lines.

They come off the evaporator, run below the brake proportioning valve, over the transmission near the engine mount, down along the bottom of the radiator toward the compressor, then loop up and around to meet the fittings on the compressor.

The lines have some extra length to allow you to play with the routing:




ATTACH DISCHARGE LINE HERE
OPTIONAL HIGH-SIDE LINE ATTACHES HERE

B-Series Compressor:

Attaching the lines to the compressor on the B-series is easy. Stick the threaded fittings on the compressor and secure them with the low-profile allen bolts that came with your lines. Then thread the new discharge and suction lines onto the fittings.

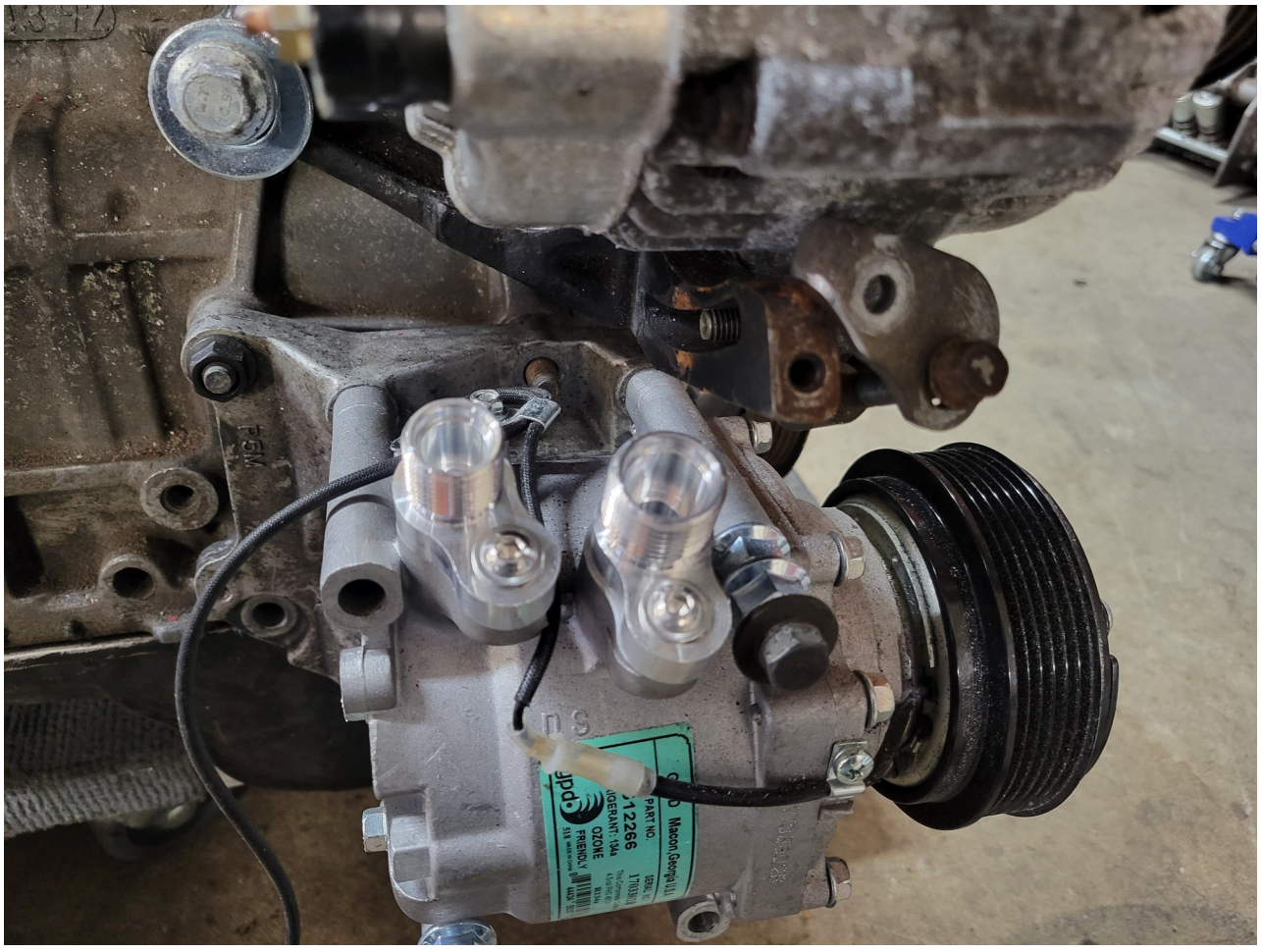
Be careful not to cross-thread! The fittings can be tricky; make sure you are able to screw the line onto the new fitting by hand nearly all the way before you use a wrench to tighten. If it feels tight when you first start screwing it on, stop, back off, then try again.

Some compressors come with studs to secure the fittings instead of bolts. Remove any studs and use the low-profile allen bolts instead.

H/F-Series Compressor:

Getting the lines on the H/F-series compressor is more work because of the tight clearance caused by the alternator bracket.

Start by installing the compressor fittings with the low-profile allen bolts. If your compressor came with studs here, remove them:



If you try to install the suction line onto the fitting part of the alternator adjuster will interfere. You need to remove this piece and shave the corner down:

Marked for shaving. Only remove the corner, not the whole side. Remove this part and shave it away from the compressor:

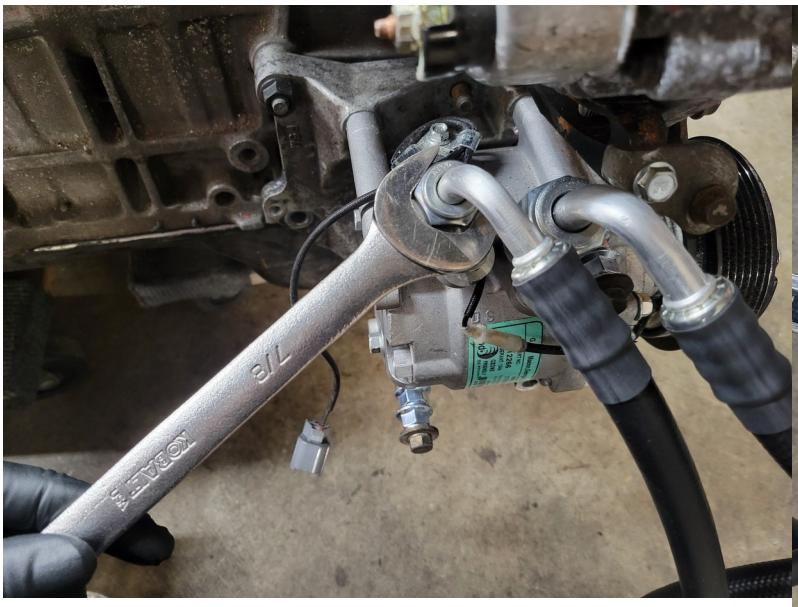
Shaved:

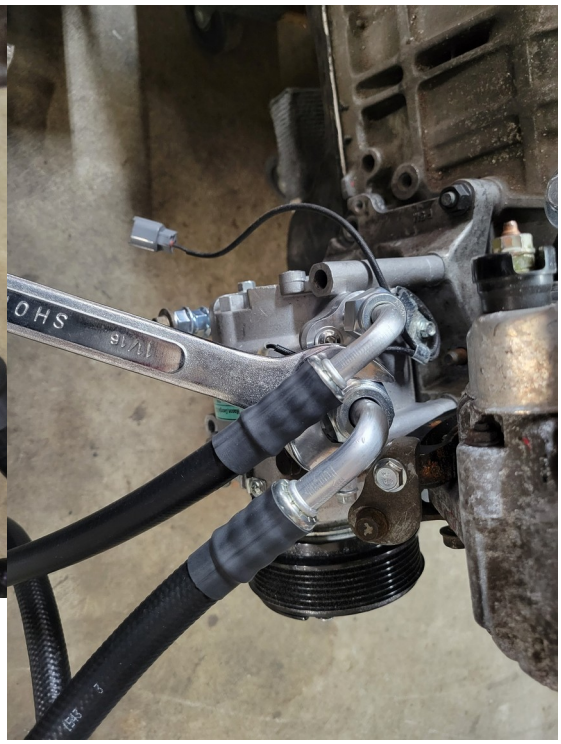
Although the clearance will still be tight you can now screw on the lines.

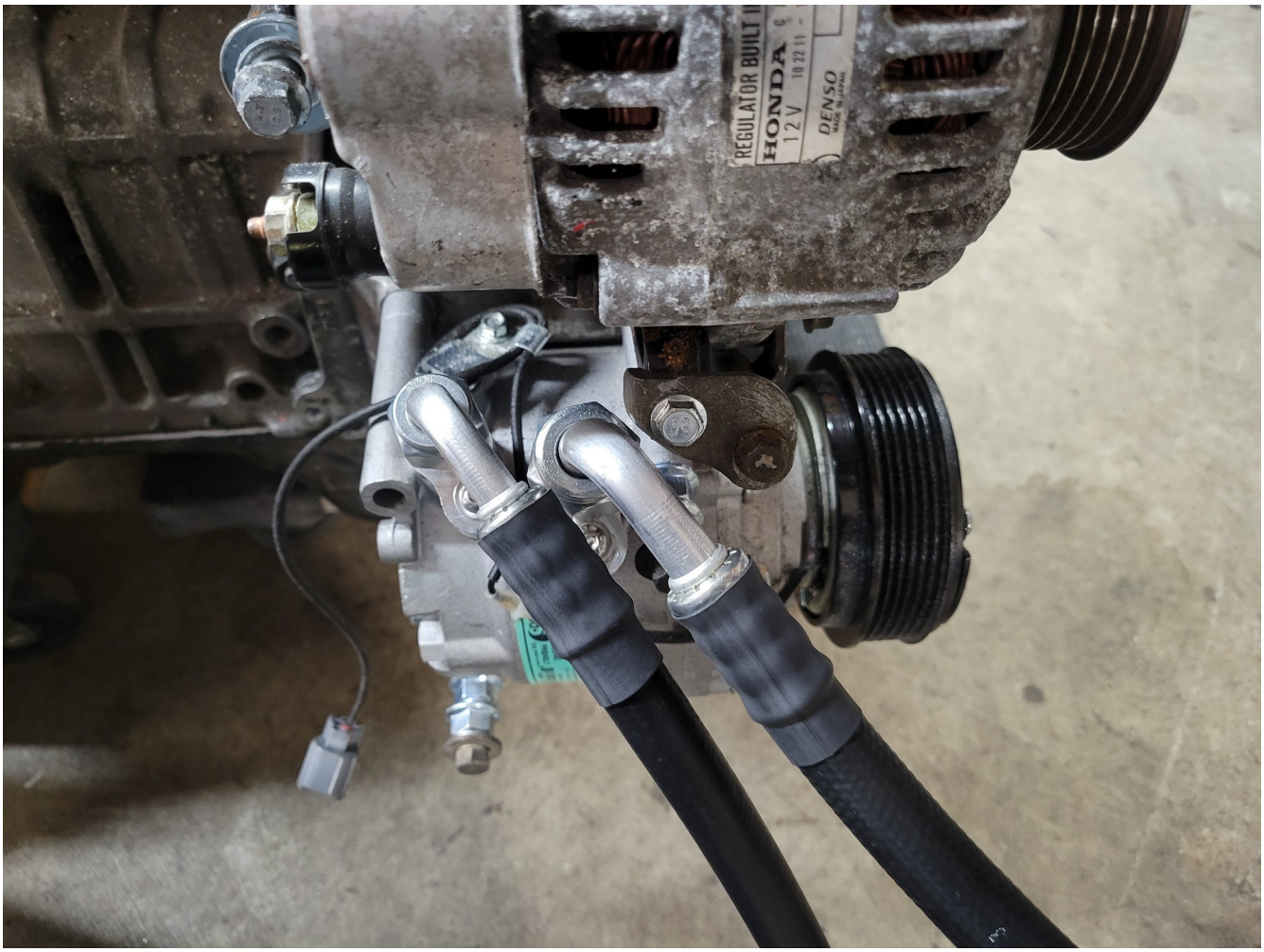
Be careful not to cross-thread! The fittings can be tricky; make sure you are able to screw the line onto the new fitting by hand nearly all the way before you use a wrench to tighten. If it feels tight when you first start screwing it on, stop, back off, then try again.

The wrench sizes for the line fittings are 1 1/16" and 7/8". With everything installed this area can be very tight. You can try wrenches with offset heads like 45 degree and 90 degree. I am usually able to get at them with a short AN fitting adjustable wrench.

Remember these are aluminum fittings using an o-ring seal, the line nuts do not need to be very tight at all.






HONDA
12V
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