



88-91 Honda Prelude K-Series Engine Swap AC Lines



Installation Instructions

(V1)

IMPORTANT INFO

In addition to these lines you must do the following to have a successful and lasting A/C system:

Flush old condenser
Flush old evaporator
Flush all reused hard lines
Replace all old black o-rings with new green o-rings
Replace expansion valve
Replace drier
Have the correct amount of PAG-46 oil in the compressor

Here is a video showing the steps to fully clean and refresh the system:

https://youtu.be/b_3iHUP6kh0

Failure to do any of these steps will greatly increase the chances of A/C system failure or poor performance.

These lines are intended to be used with a 02-06 RSX A/C compressor. They may work with other compressors, however that has not been tested.

For the electrical side of the A/C system you will need the Prelude-Engineering LLC K-Swap AC Compressor Control Unit Bypass Plug and Play Kit here:

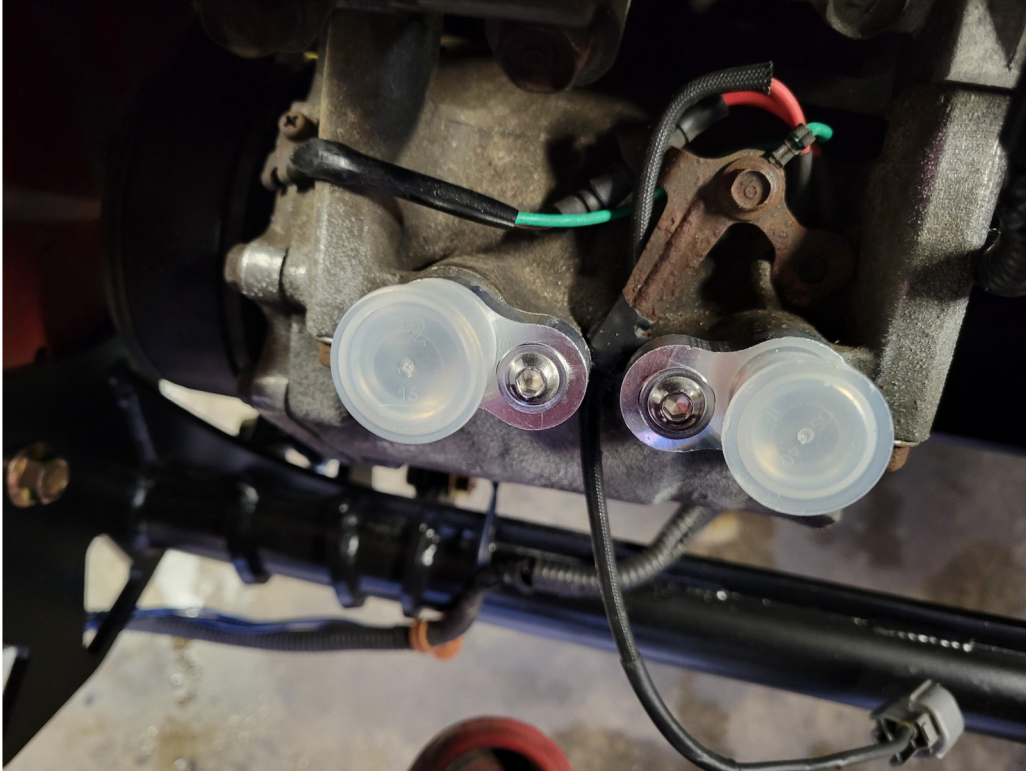
<https://prelude-engineering.com/k-swap-ac-compressor-control-unit-bypass-plug-and-play-kit/>

WARNING:

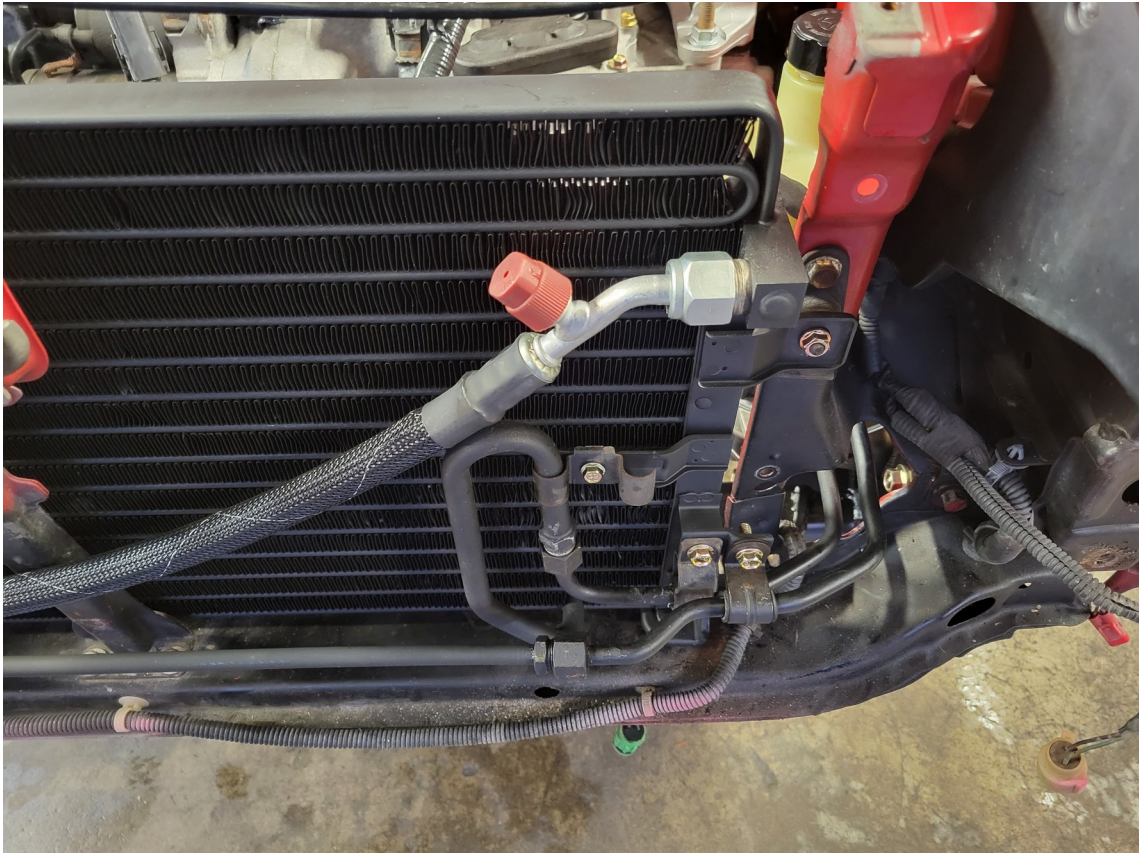
When threading the new lines onto fittings always start them by hand. Pull the steel nut up the line until you can see the o-ring. Push the line into the fitting and visually confirm the o-ring seated. After that you can tighten down the steel nut.

You should be able to screw the nut on most of the way by hand only. If the the nut starts on tight then immediately back off, realign the line to the fitting, and try again.

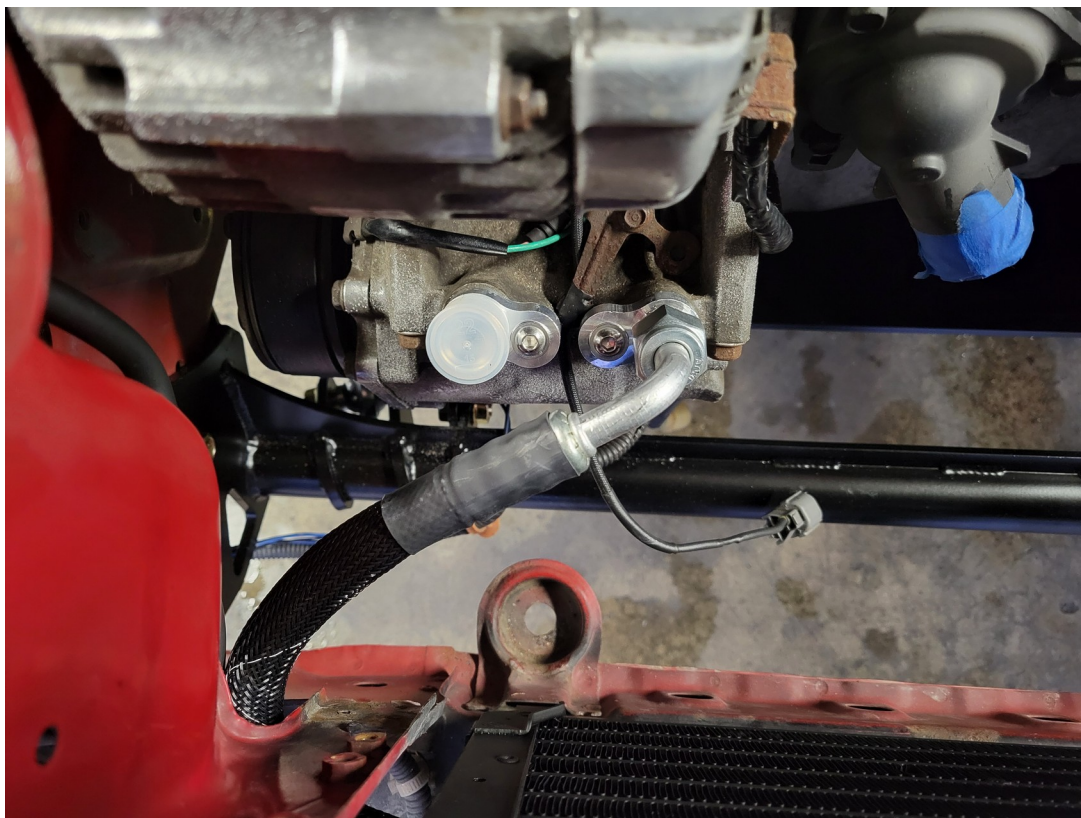
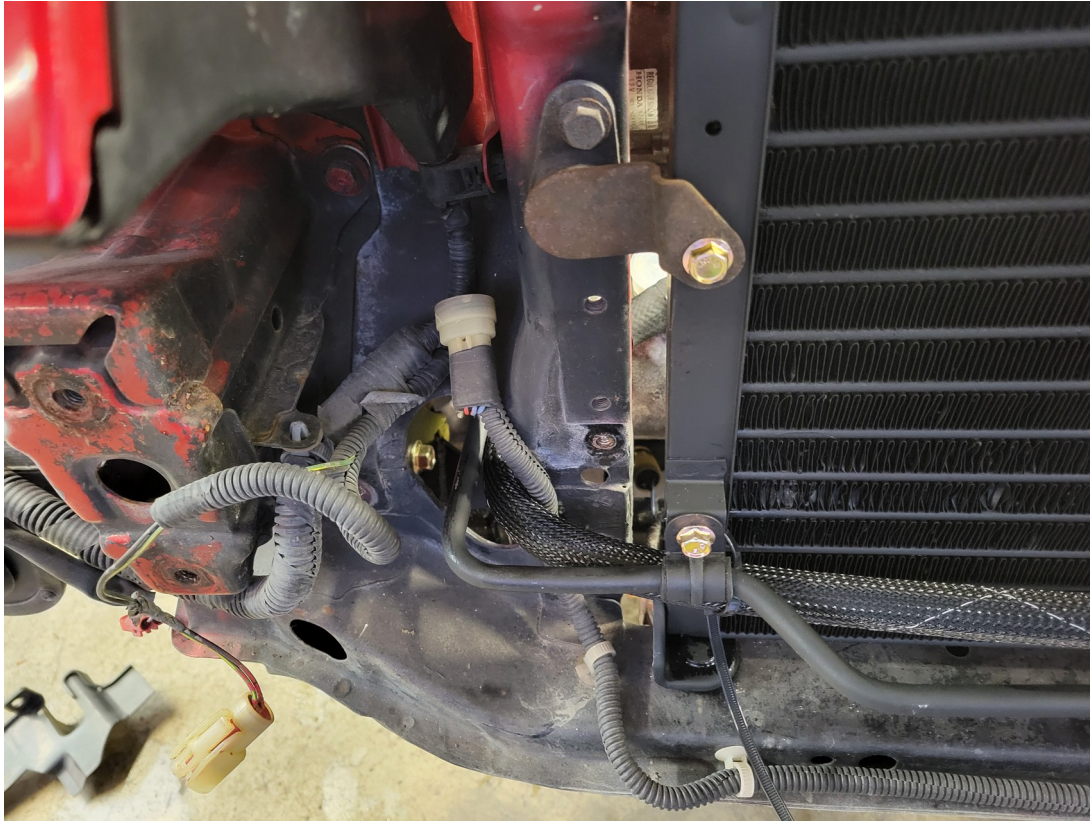
Install the compressor fittings on the compressor using the low profile Allen bolts:



Install the discharge hose onto the condenser with the charge port facing like so:



Route the other end of the discharge hose through the opening on the side of the condenser and then install it onto the compressor fitting:



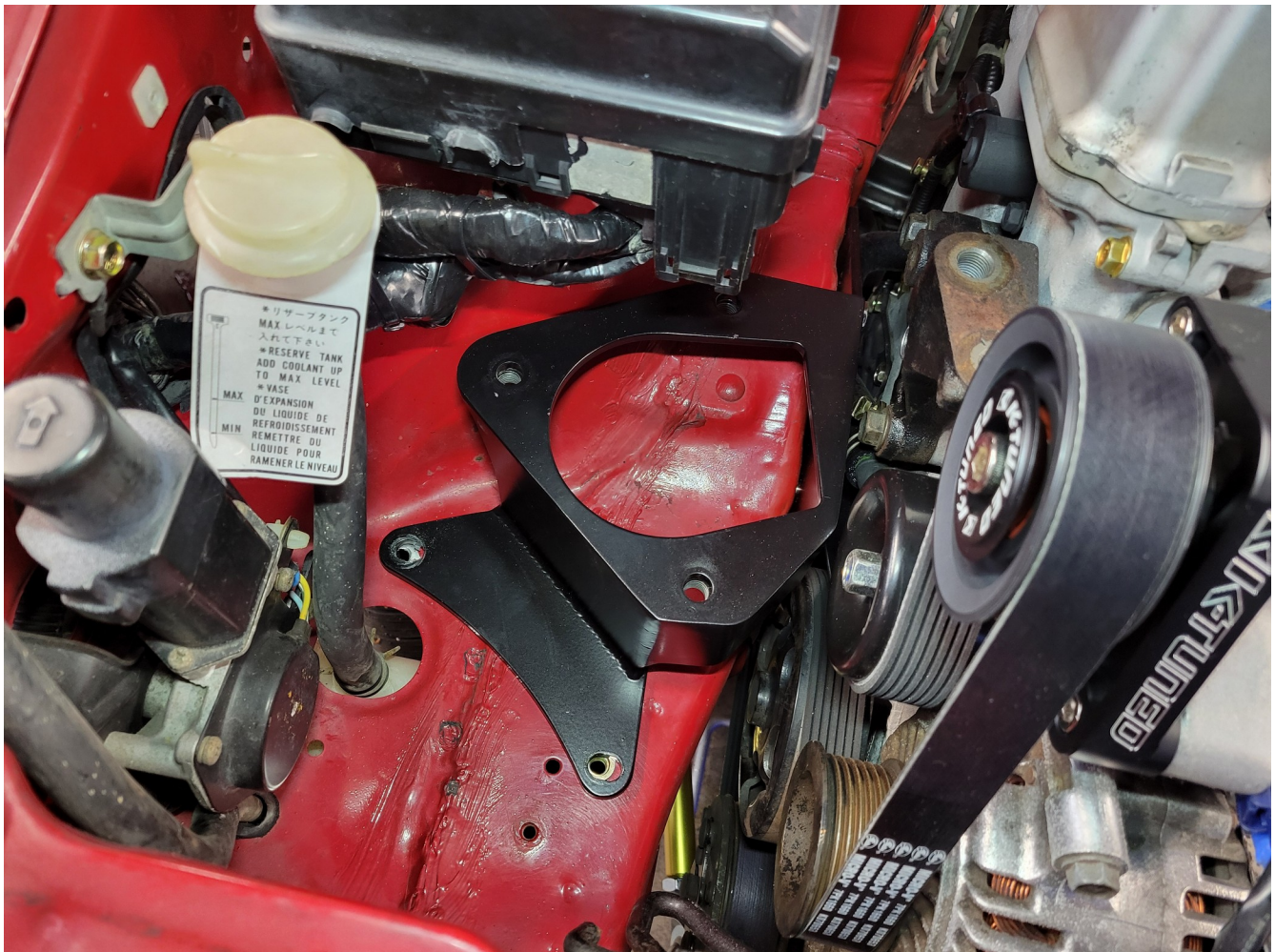
The suction and high-side lines can either run over or underneath the right side mount bracket. We will show going underneath in these instructions. Just skip further along if you are going over the bracket.

Support the engine from below with a jack.

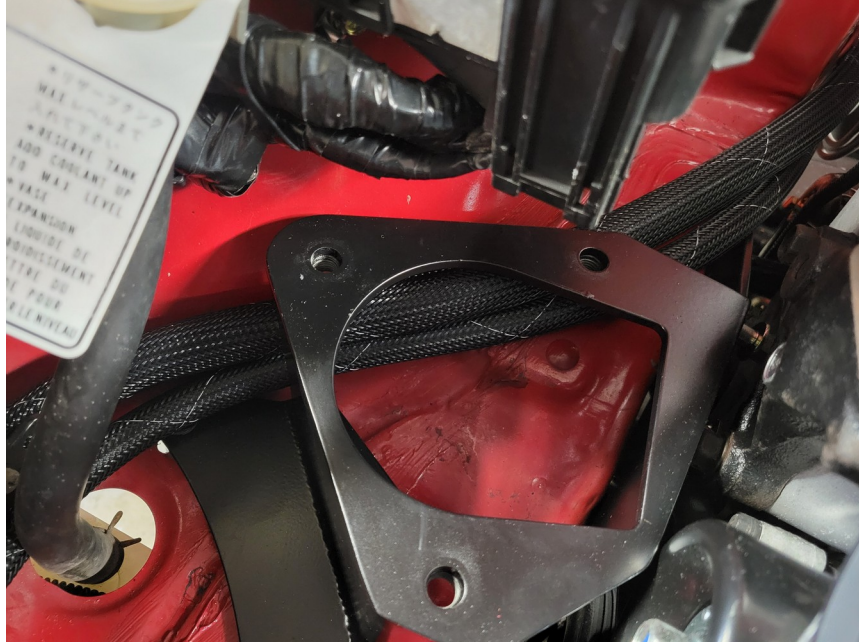
Remove the mount and all the top bolts.

Loosen the bracket side bolts that are down near the timing cover most of the way. You can use a long box end wrench from above to get to them easily.

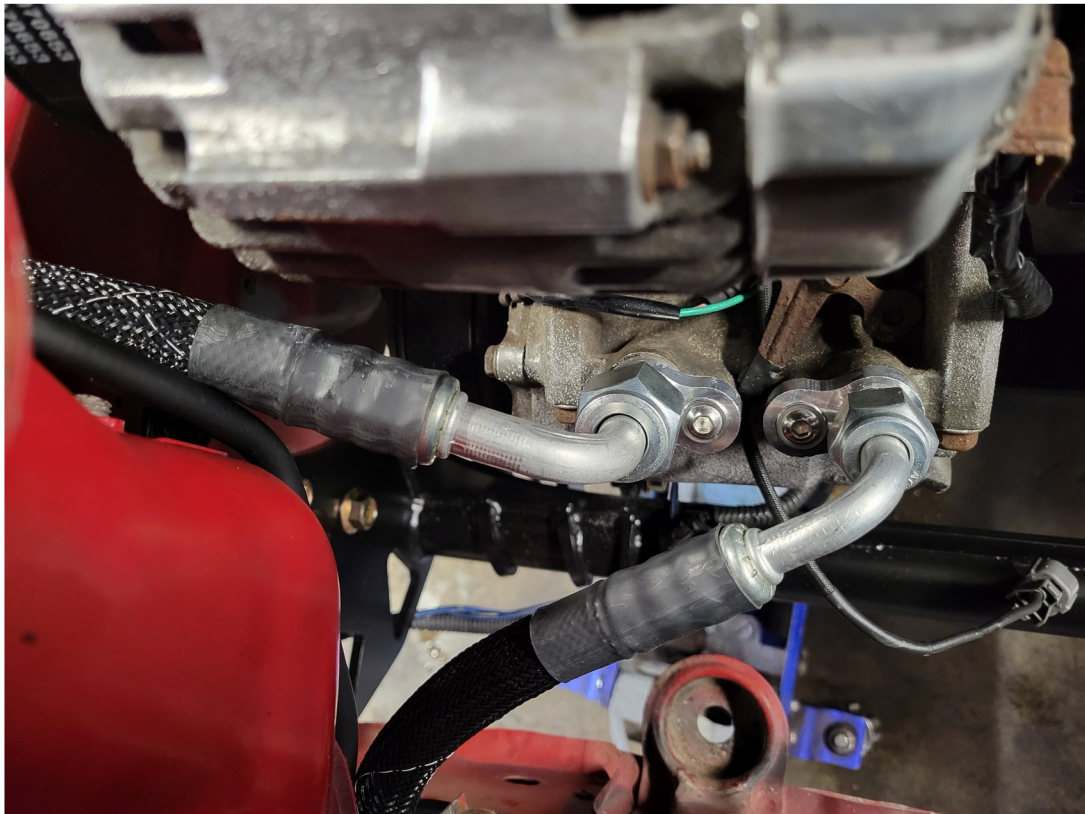
Once they are most of the way loose the bracket will have enough play in it that you will be able to feed the lines in from the rear of the bracket. Do the large suction line first then the high-side line:



They should look like this while in place:



Install the suction line end without the charge port onto the compressor.
NOTE: On K24 swaps the compressor will sit lower in the bay. In this case slightly bend the line end upwards after installation. It should not be rubbing or under tension from touching the chassis near the compressor:



Connect the straight end of the new high-side line to the original hard line located behind the headlight bucket:



Connect the other ends of the suction and high-side lines to the evaporator fittings. This end of the line should run close to the chassis through the space between the brakes lines and chassis:



The lines should run around the coolant overflow hose like this:



IMPORTANT:

Secure them to the headlight motor like this with a zip tie. Otherwise they could slip under the motor and contact the motor arm:



Now you can reinstall the right mount setup.

IMPORTANT:

When tightening the bracket or installing the mount into the bracket make sure the A/C lines aren't being pinched. The space below is tight but there is enough room if the lines are in the right spot.

Where the lines pass between the chassis and engine you can stack them and use zip ties to keep them in place and stop them from rubbing on the engine:

