

# **DIY: RV6™ PCD/ HFPCs™ for Accord V6 13-17 (3.5L)**

This guide is to help assist our customers for an easy and hassle free installation of our products. In this guide we will be removing a stock OEM primary catalytic converters and replacing it with our EGR-B PCD. The vehicle we will be doing the install on is a customer supplied 2013 Honda Accord V6 Touring.

**Before we start removing parts we want to express this is a helping guide and we do not take any responsibility for any parts that get damaged during the installation.**

**First off the tools you will need for the installation.**

- 3/8 Ratchet
- Oxygen sensor tool(can be rented from your local parts store)
- Anti-seize
- Sockets
- 10mm
- 12mm(short and deep)
- 14mm(short and deep)
- 17mm

- Rust Penetrant
- Jack, Jack Stands, wheel choke(If your doing this at home)

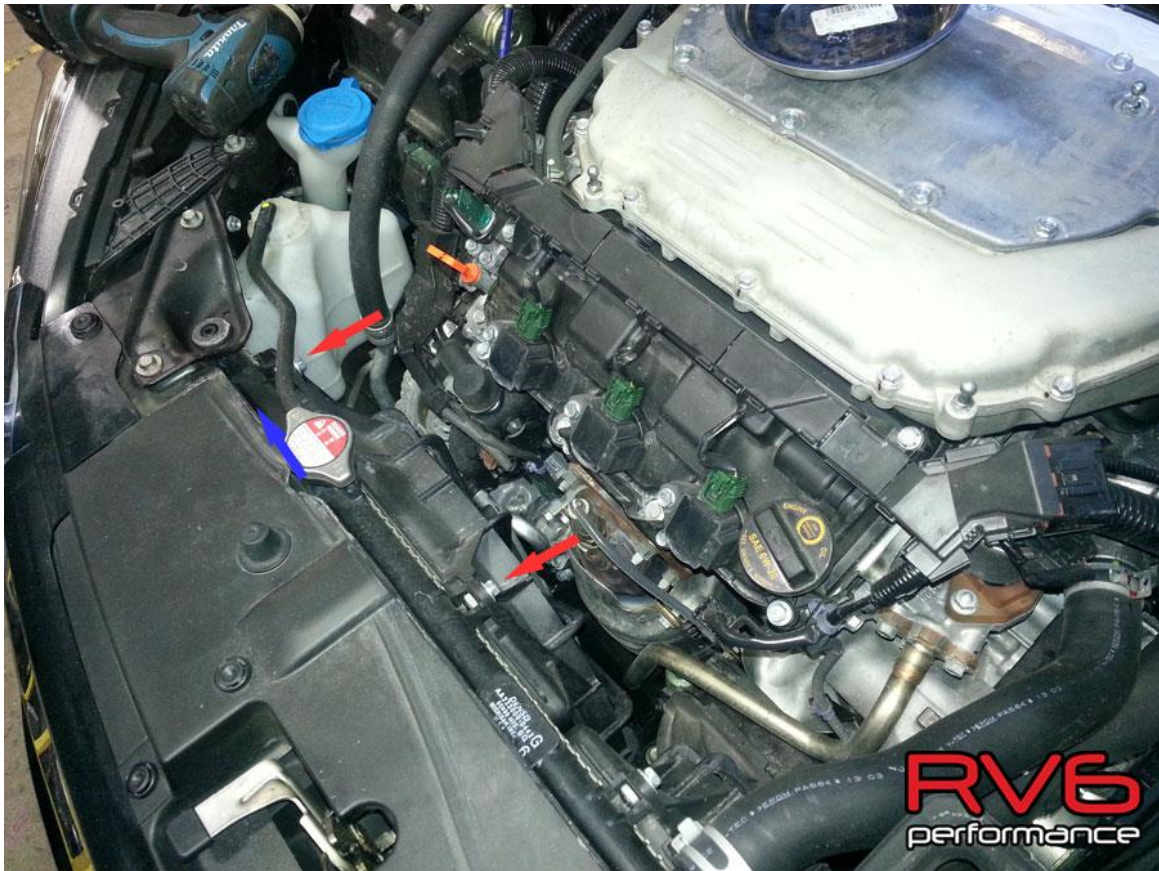
## **Optional Tools**

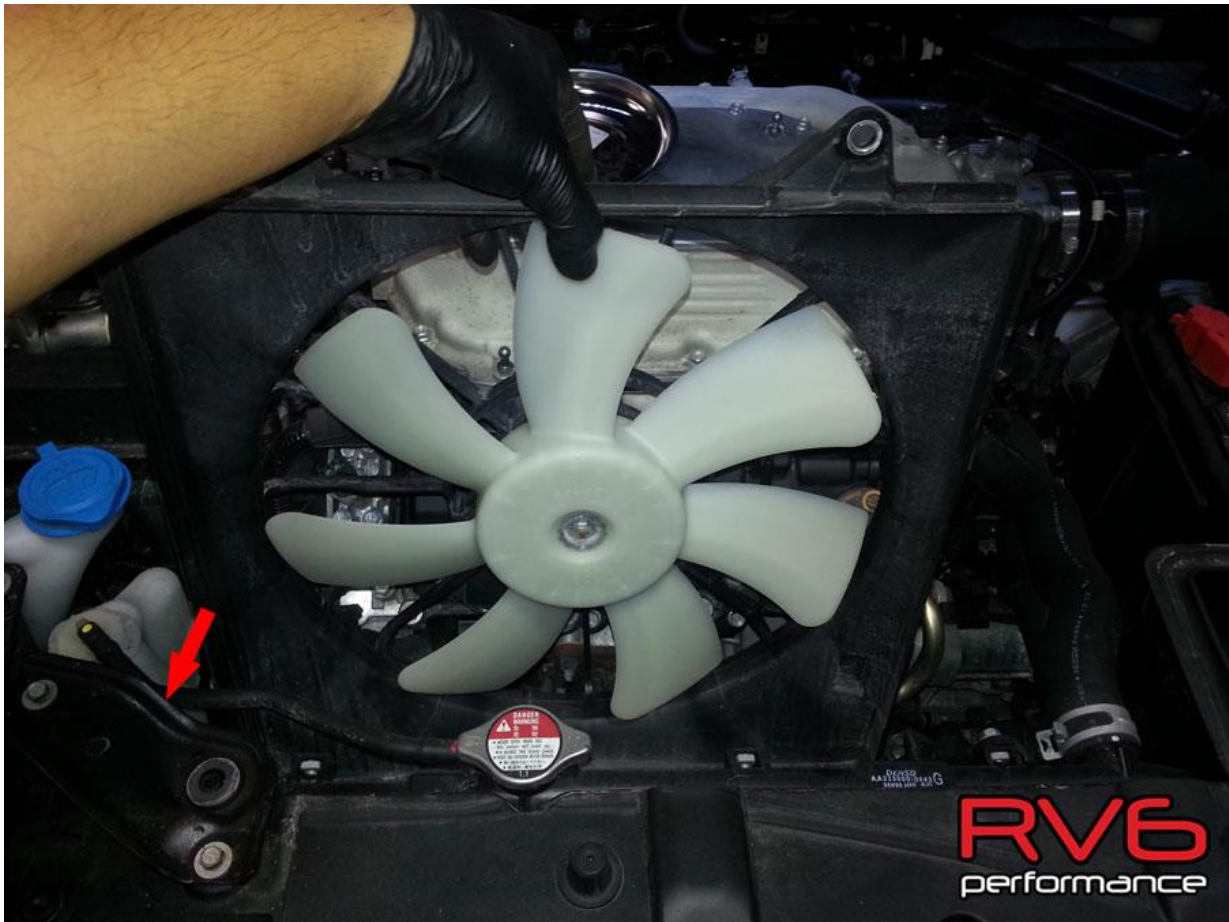
- 3/8 Impact drive
- 3/8 Long reach Ratchet
- Gloves
- 13mm socket
- Small Screwdriver
- Fender covers(we used a moving blanket)
- Torque wrench(can be rented from local parts store)

Once you have gathered all your tools its time to start removing parts. Be sure that the engine has cooled over properly to prevent yourself from getting burned. First start by removing the OEM engine cover to prevent any damage the plastic.

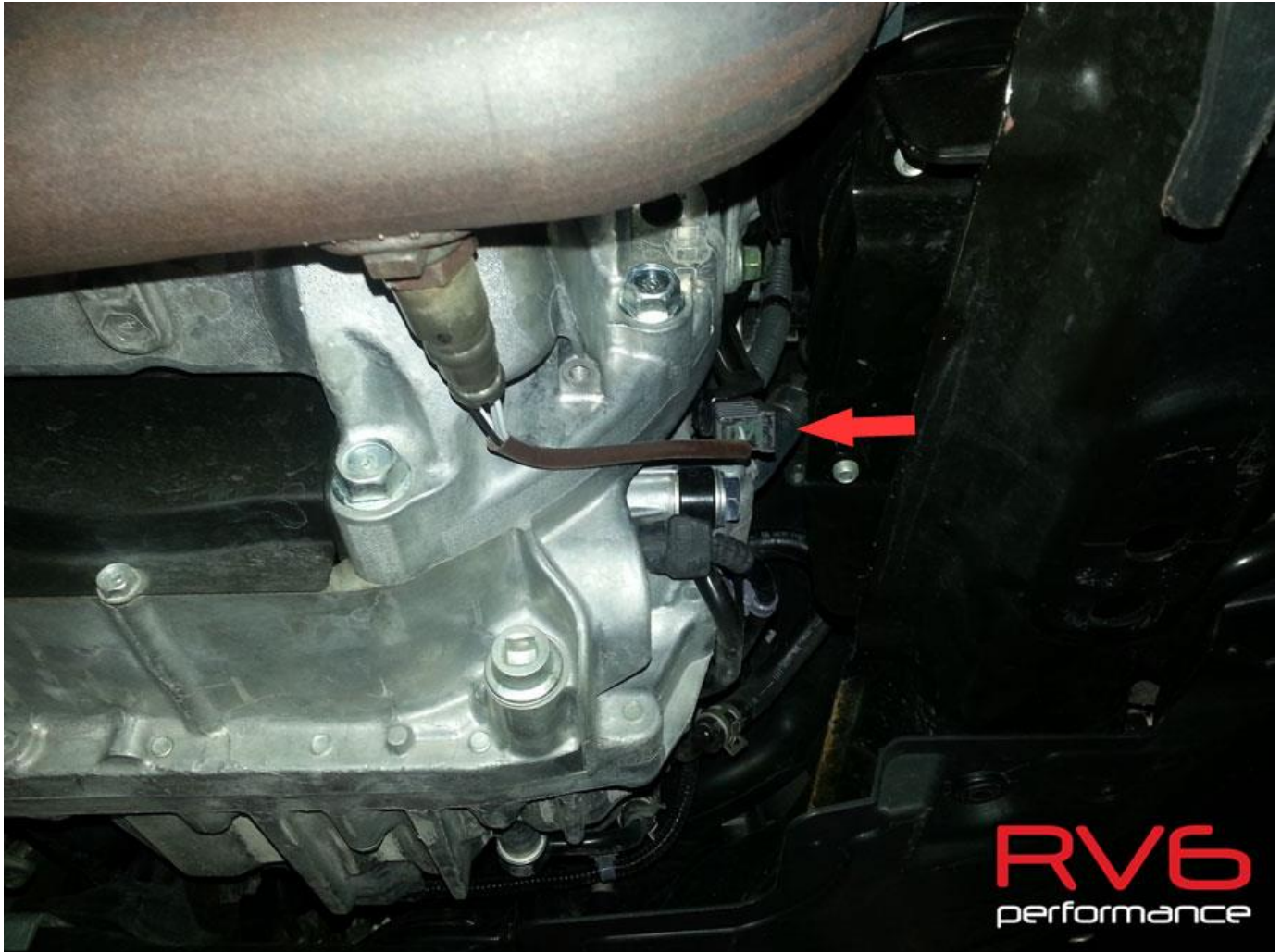


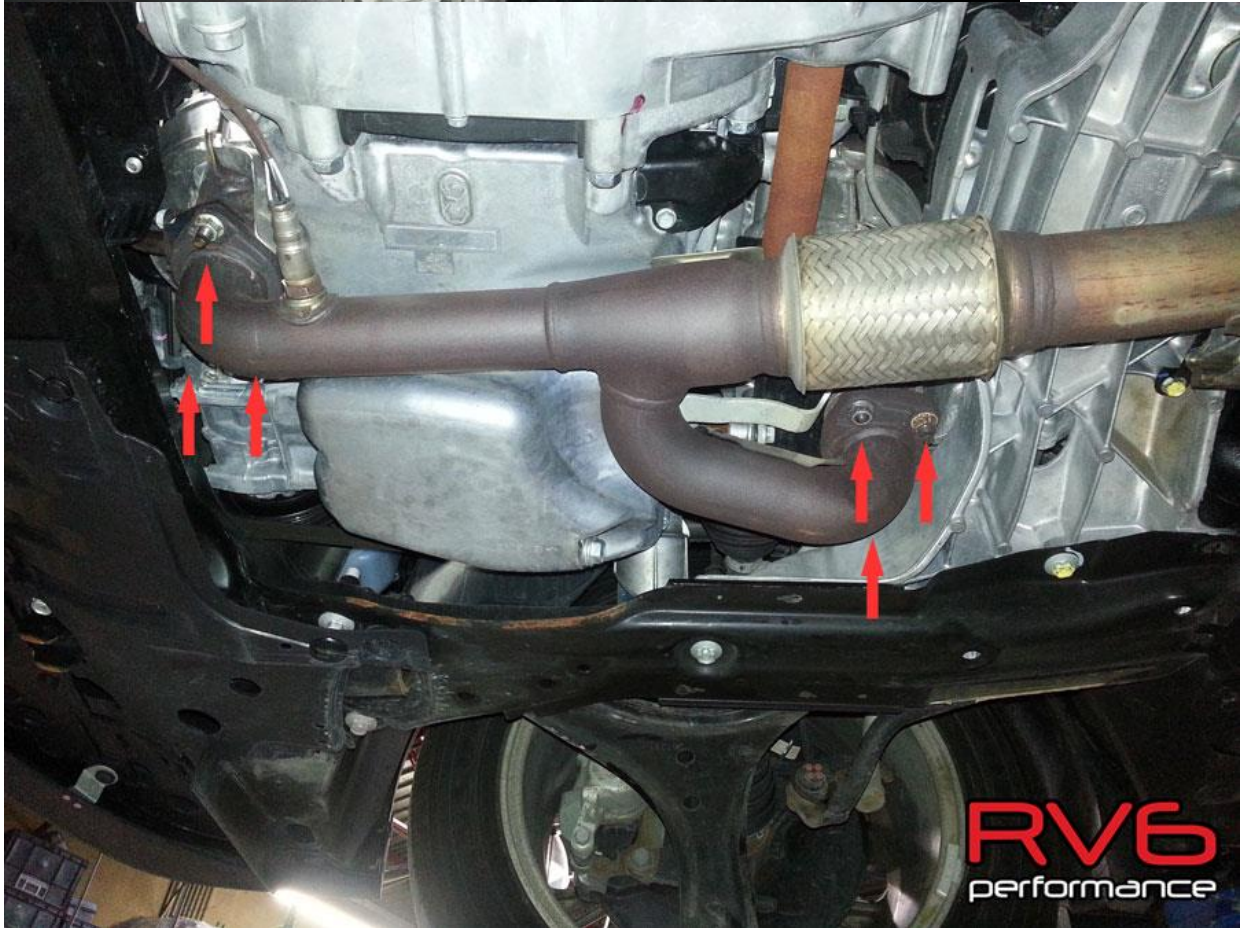
To gain more access to the front converter remove the fan shroud. To do so there are (2) 10mm bolts holding the top to the radiator. Before pulling the shroud out, there is also the coolant hose going to the overflow tank and a connector underneath that will need to be disconnected as well. You can disconnect the connector by reaching through the radiator drain hole in the splash shield. After disconnecting the fan connector pull the shroud up and out of the vehicle and place it somewhere out of the way to avoid damage.





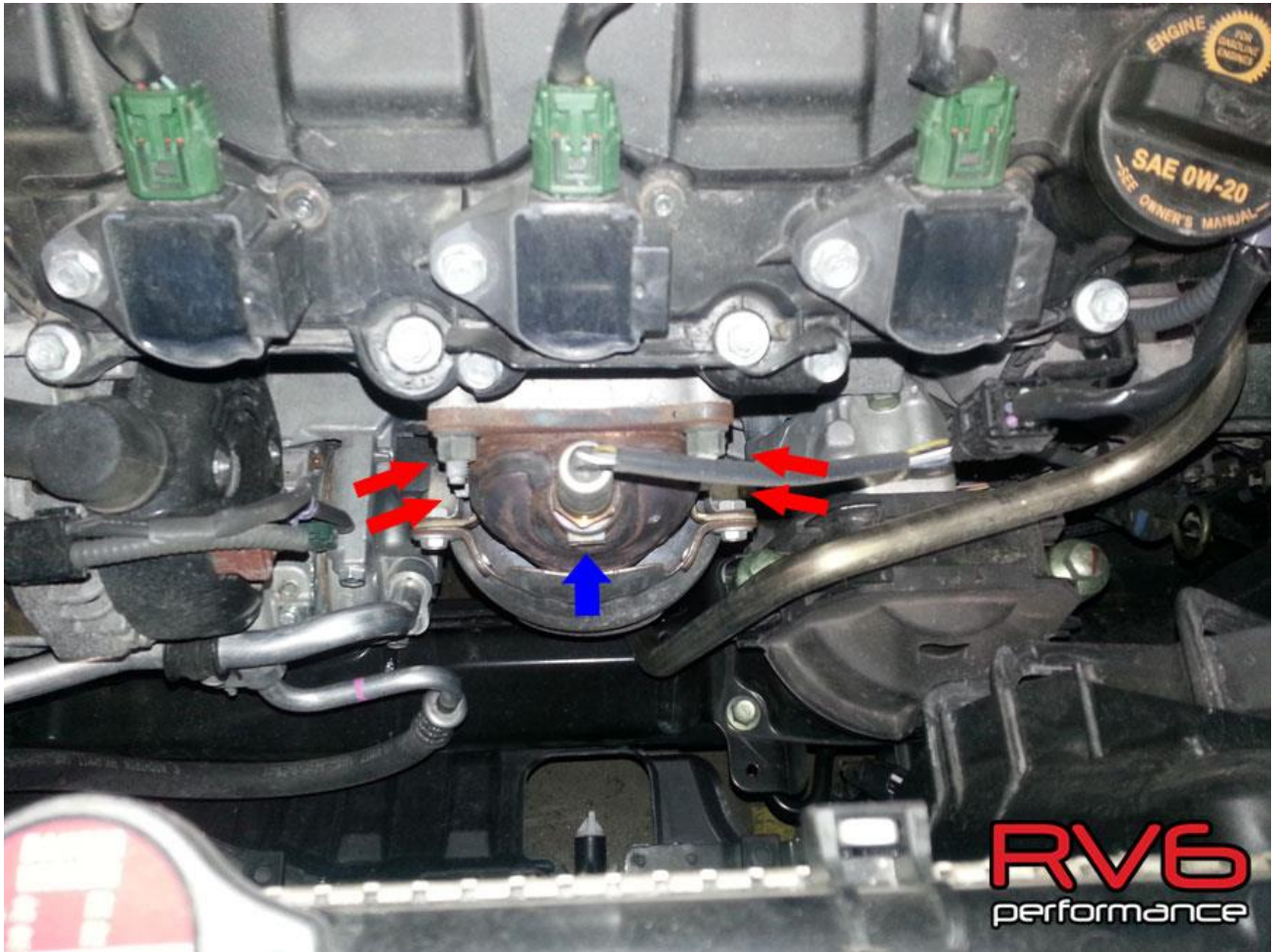
Also while underneath the vehicle you should disconnect the front Oxygen Sensor and J-pipe assembly off the car. To do so press the oxygen sensor clip inward to disconnect the harness from the mounting bracket. To remove the J-pipe you will unbolt (9)14mm nuts. (6) of the nuts will be for the converters to J-pipe, and (3) for the J-pipe to the exhaust. If the bolts have corroded away taking a smaller socket typically a 13mm socket can be used to remove the nuts. To make the removal of J-pipe easier to unbolt spray all bolts with penetrating oil to loosen at rust from the hardware. (The 3 nuts holding the J-pipe to the exhaust are not pictured.) Once again place the J-pipe out of the way to avoid damage.

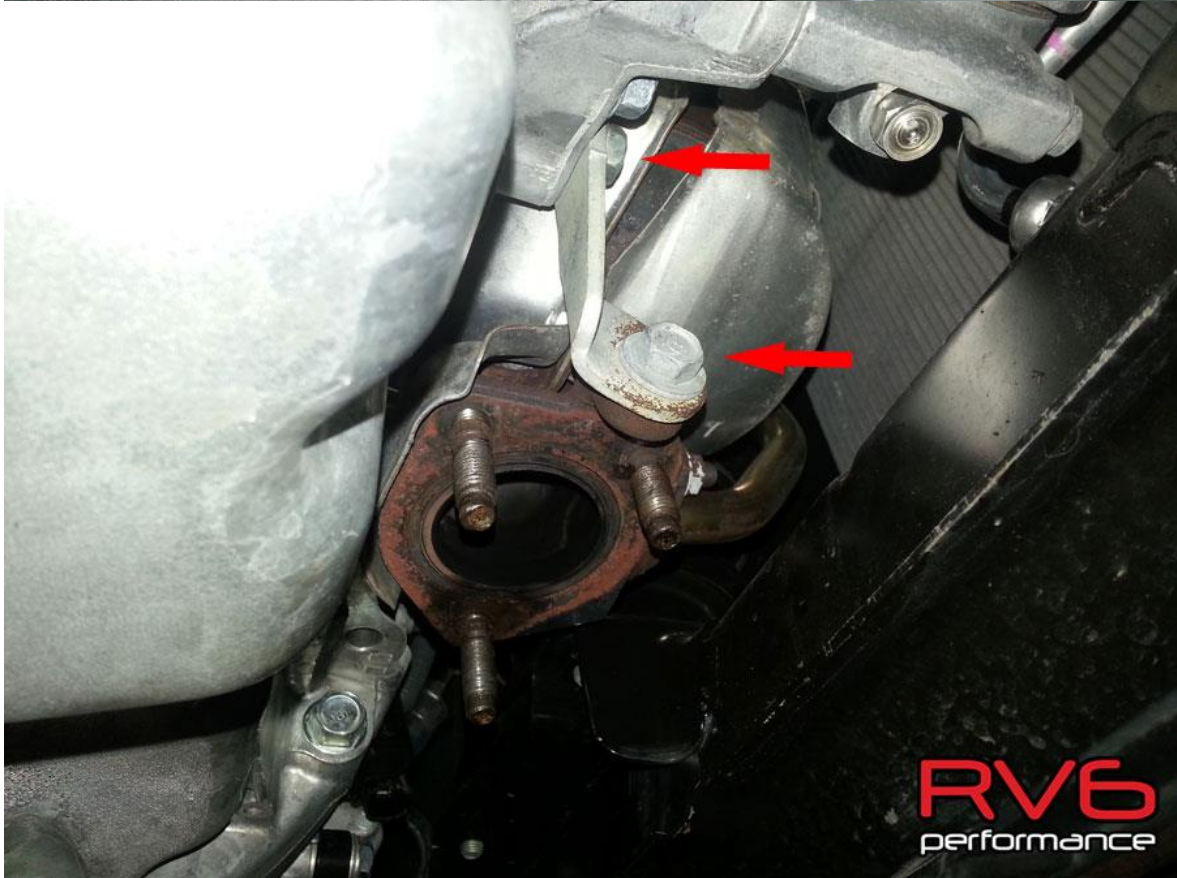




Now with more access the converter can now be removed with ease. Start off by loosening the oxygen

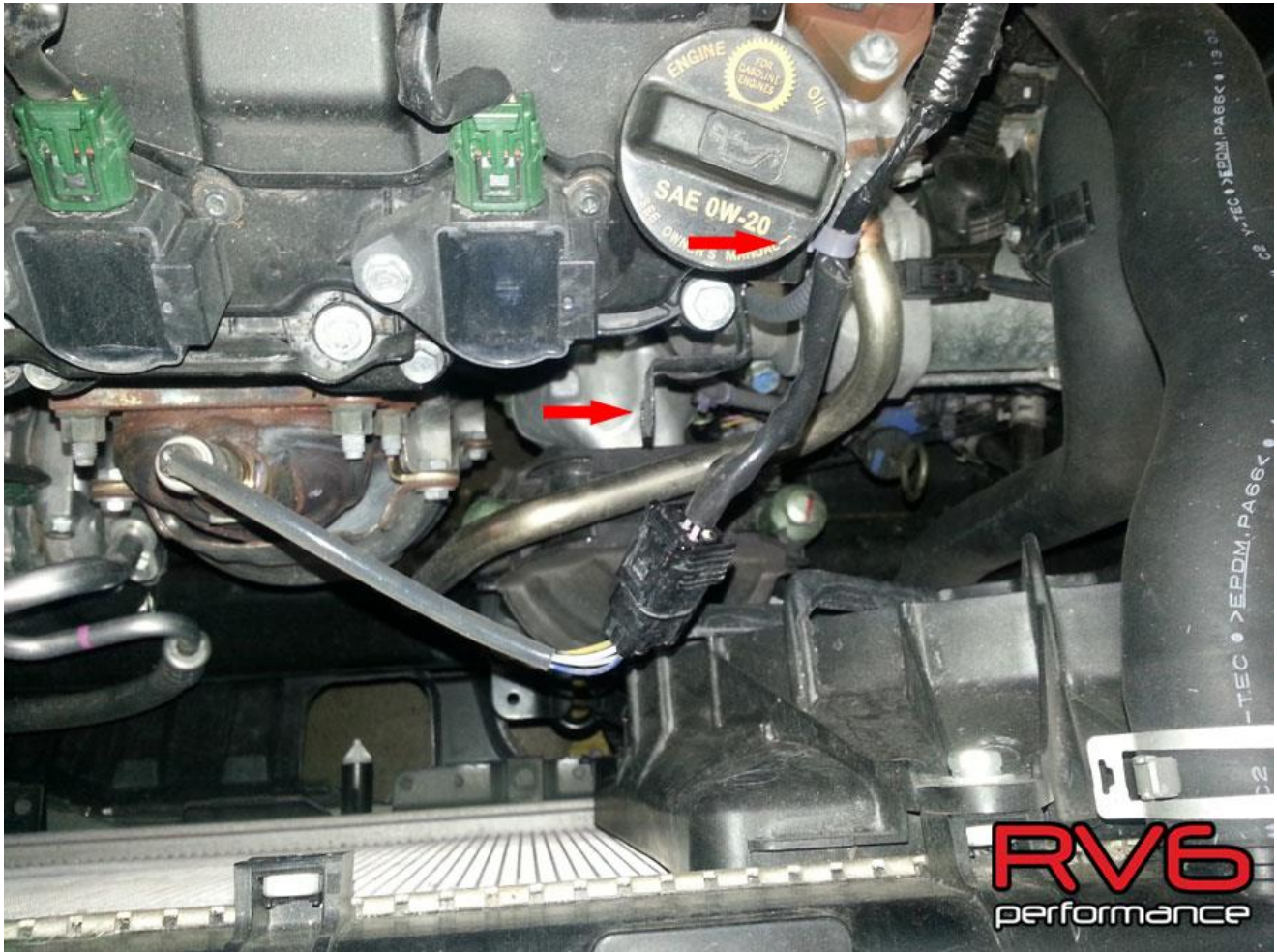
sensor from the converter. Once that is done you can loosen the bolts for the converter and the EGR tube, a total of (6)12mm bolts will be removed in this process. Also loosen the lower mounting bracket using the 12mm socket for the converter side, and a 14mm socket for the engine block side.

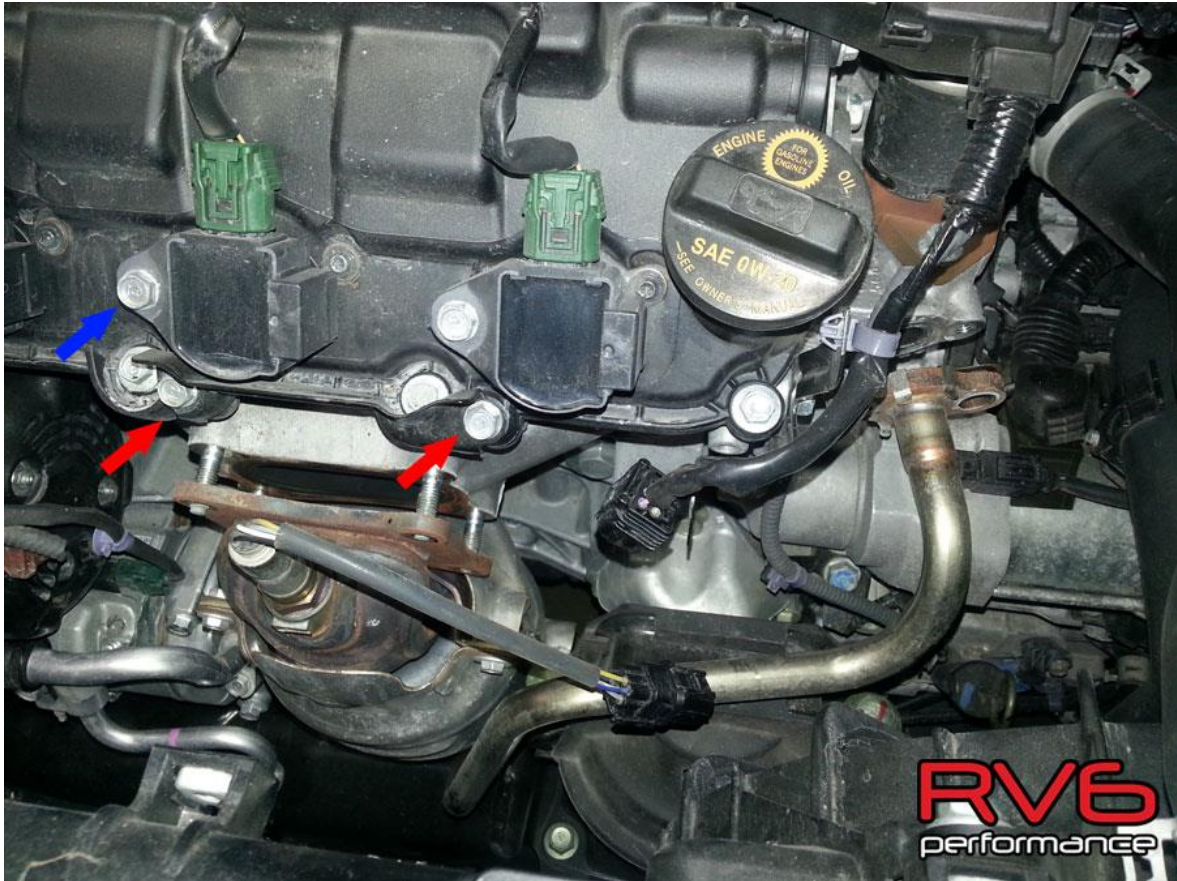






Disconnect the primary oxygen sensor clip from the harness. Remove the headshield off of the valve cover (2)10mm bolts. Remove the middle coil pack (1)10mm bolt. Once all bolts have been removed place the, aside as they will be reused for the installation of our PCD. Now slide the converter off the studs and remove the converter out of the car, be sure not to damage the radiator while removing the converter.

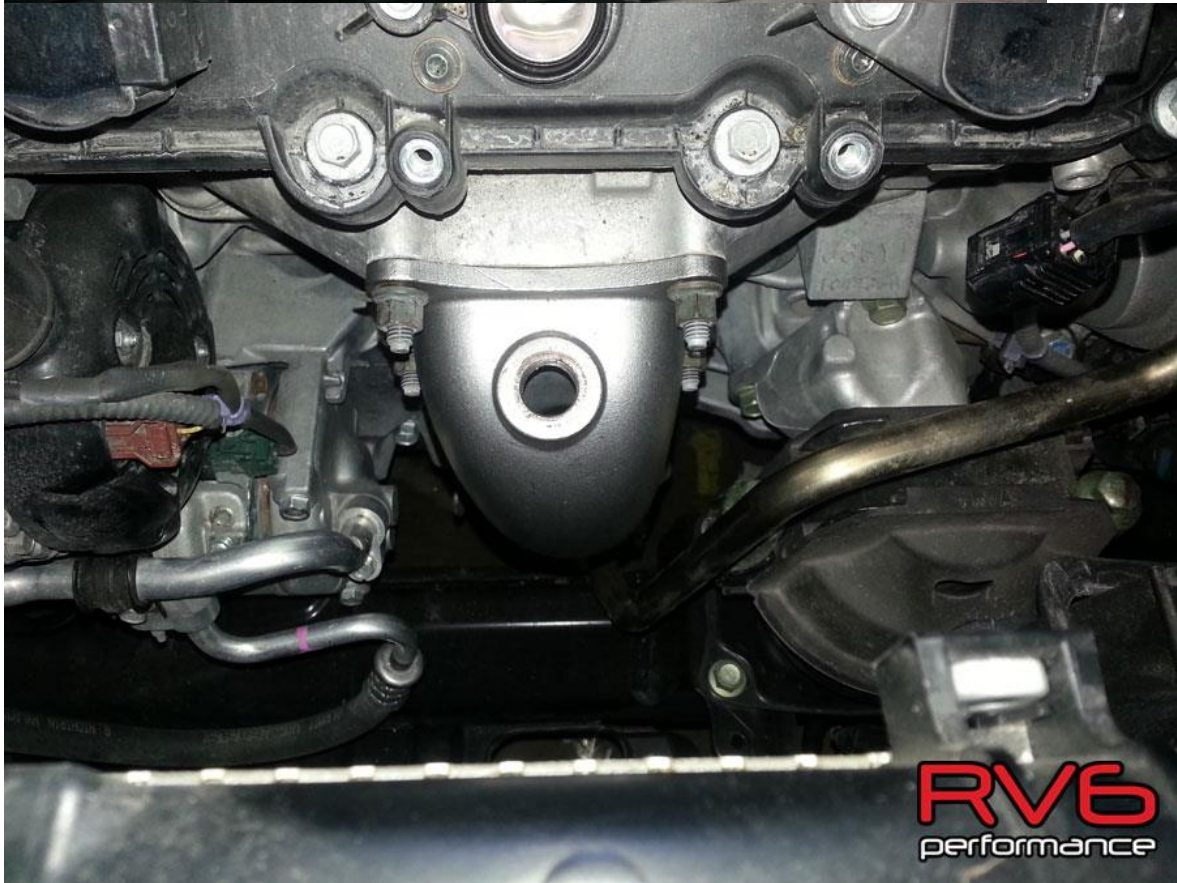
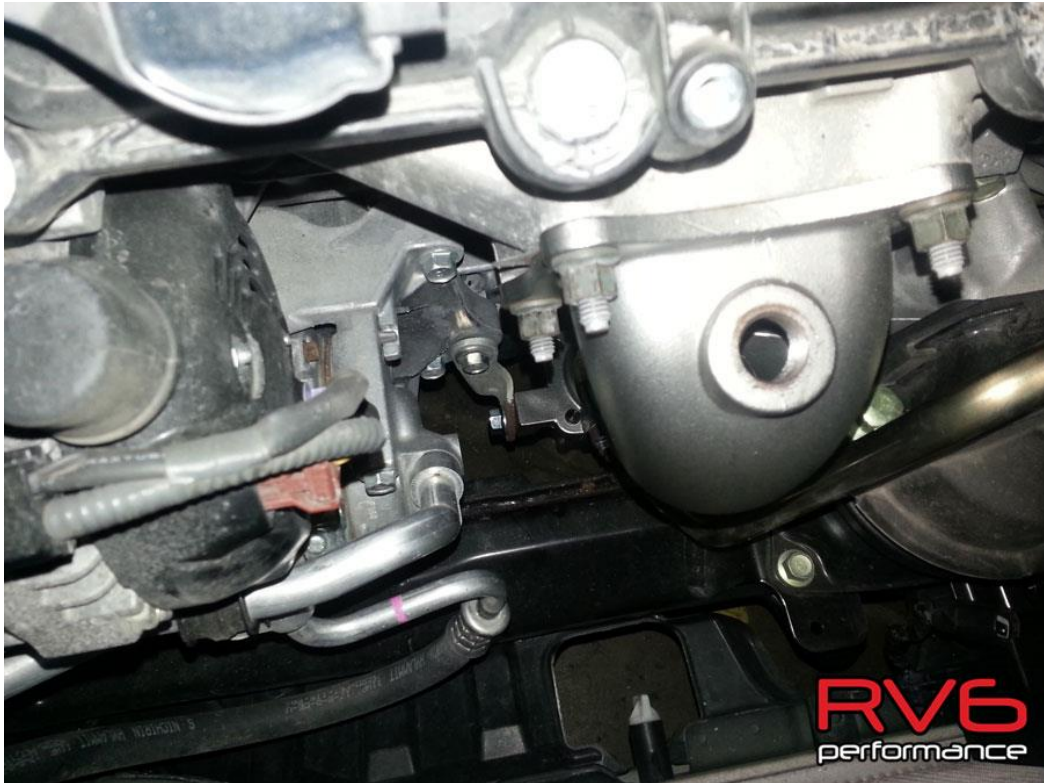




With the converter out we can compare the size of the OEM part to our RV6 PCD. With the



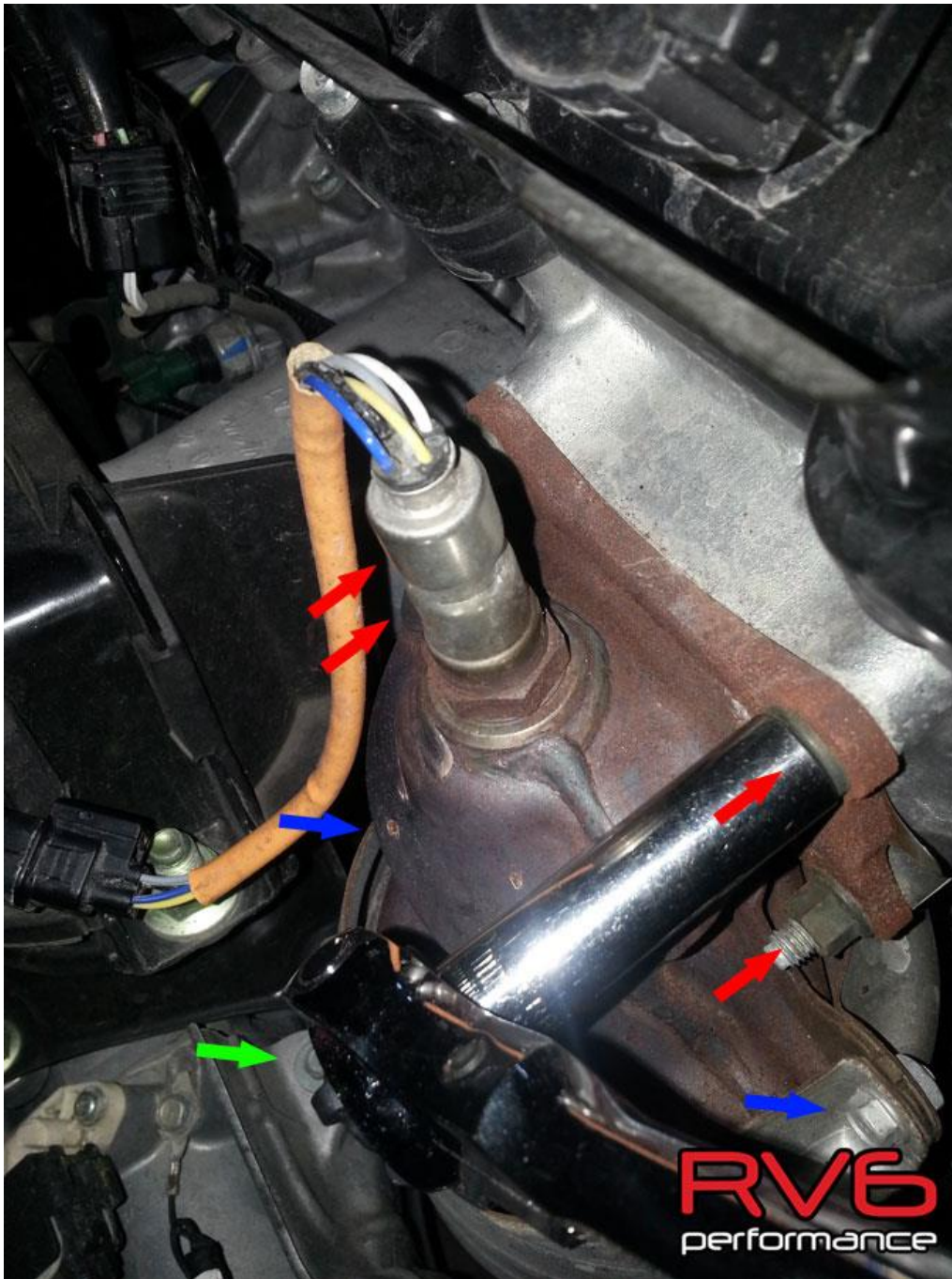
Go ahead and transfer the EGR tube over from the OEM converter to the PCD, install the new OEM exhaust gasket and reverse the order of removal to install the part. Leave all the bolts and nuts loose but snug to the engine to allow easy alignment and installation of the J-pipe.



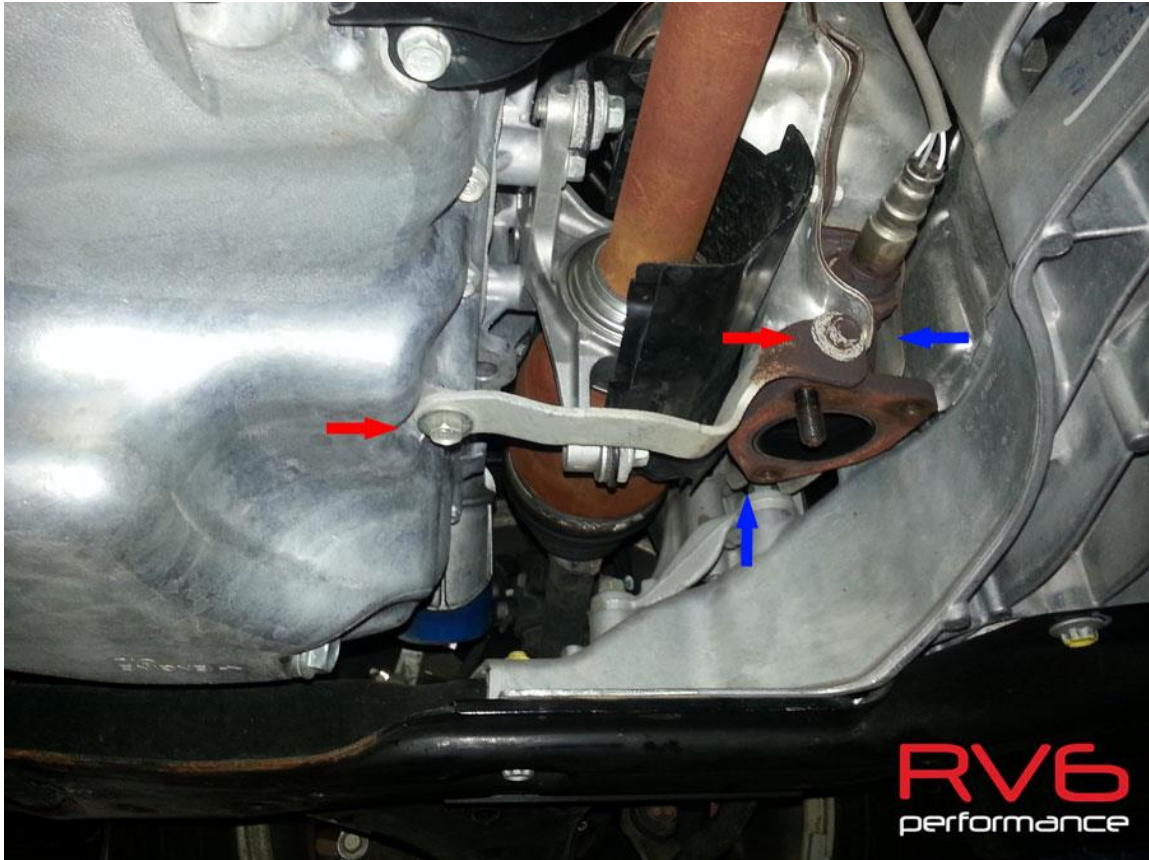


With the front converter replaced with the RV6 PCD, we can now work on the rear converter. Start by removing the strut tower brace. There will be (4) 17mm nuts holding the brace in place. There is one bolt protruding through the brace for the strut itself. There is no need to remove this bolts and will actually be blocked by the brace. Also take off the rear heatshield for the coil packs there are (2)10mm bolts holding this on and unbolt the harness from the valve cover (1)10mm bolt.

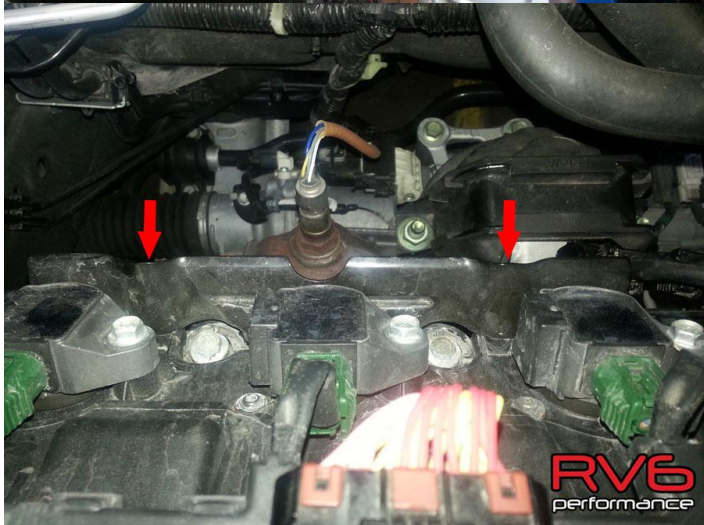




With the strut tower brace out you will have access to the back of the engine bay. Start by disconnecting the oxygen sensors. The clips are located to the right of the converter while looking at the engine. Also remove clips holding the downstream oxygen sensor harness to the engine. After disconnecting the harness, unbolt the lower mounting bracket from the converter and swing it out of the way, they are (2)12mm bolts. At this time you will need to remove the heat shield off the converter and remove the heatshield for the steering rack, there will be (4)10mm bolts holding the heatshield together on the converter and (2)10mm bolts straight down holding the heatshield for the steering rack. Remove the oxygen sensors and then unbolt the converter by removing the (4)12mm nuts, then remove the heatshields and then the converter.





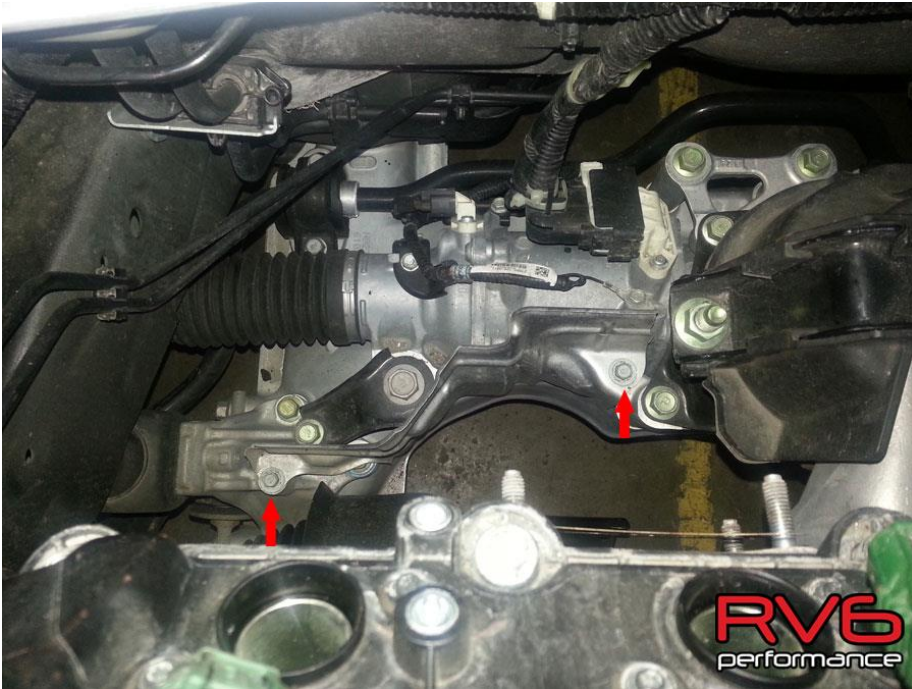




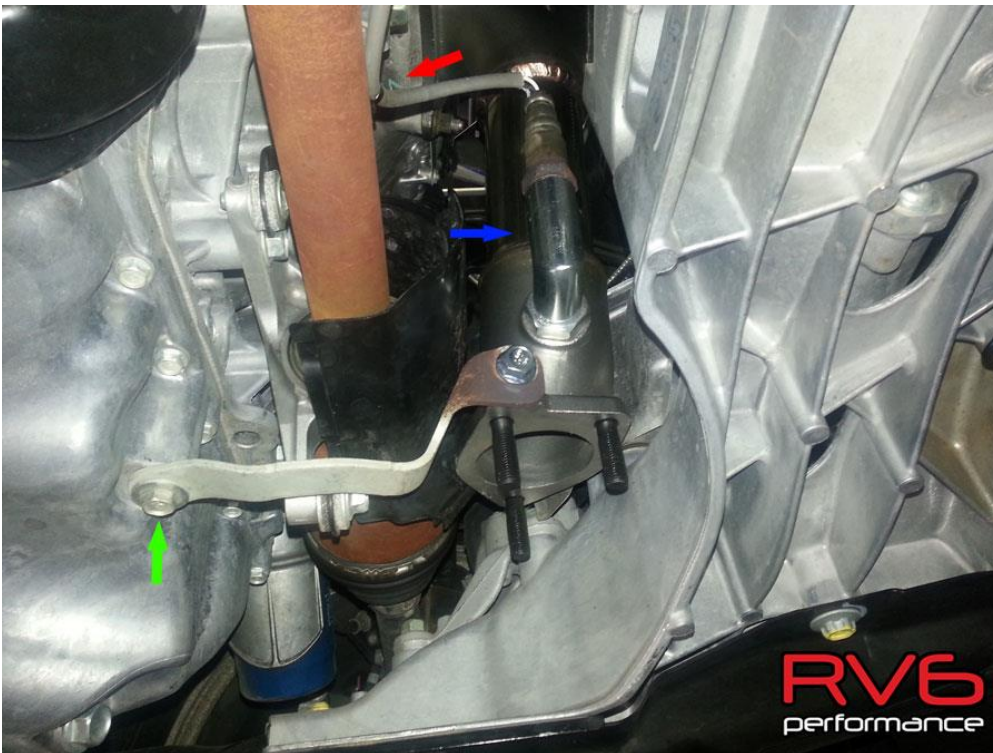
And again, you can see the difference between the OEM part and the RV6 PCD. Now reinstall the oxygen sensors into the RV6 PCD, when the part is installed on the car you will not be able to fully turn the defouler for the downstream sensor properly. (the defouler pictured is not the same as the one that will come with your EGR-B PCDS, we have extended the defouler out for this vehicle specifically to help aid in preventing and CEL from coming on.)



At this time you can reinstall the heat shield for the powersteering rack.



Install the rear RV6 PCD, be sure to route the downstream oxygen sensor wire around the motor mount and secured in the OEM harness brackets. Tighten the bolts down again to where the PCD is secure but still loose to allow for easier alignment of the J-pipe, except for the oil pan bracket bolt. When the J-pipe is installed this bolt will not be able to be tightened, but leave the bracket to PCD bolt loose. Also take a second to adjust the defouler at this time so the angle is parallel with the rear motor mount if needed.

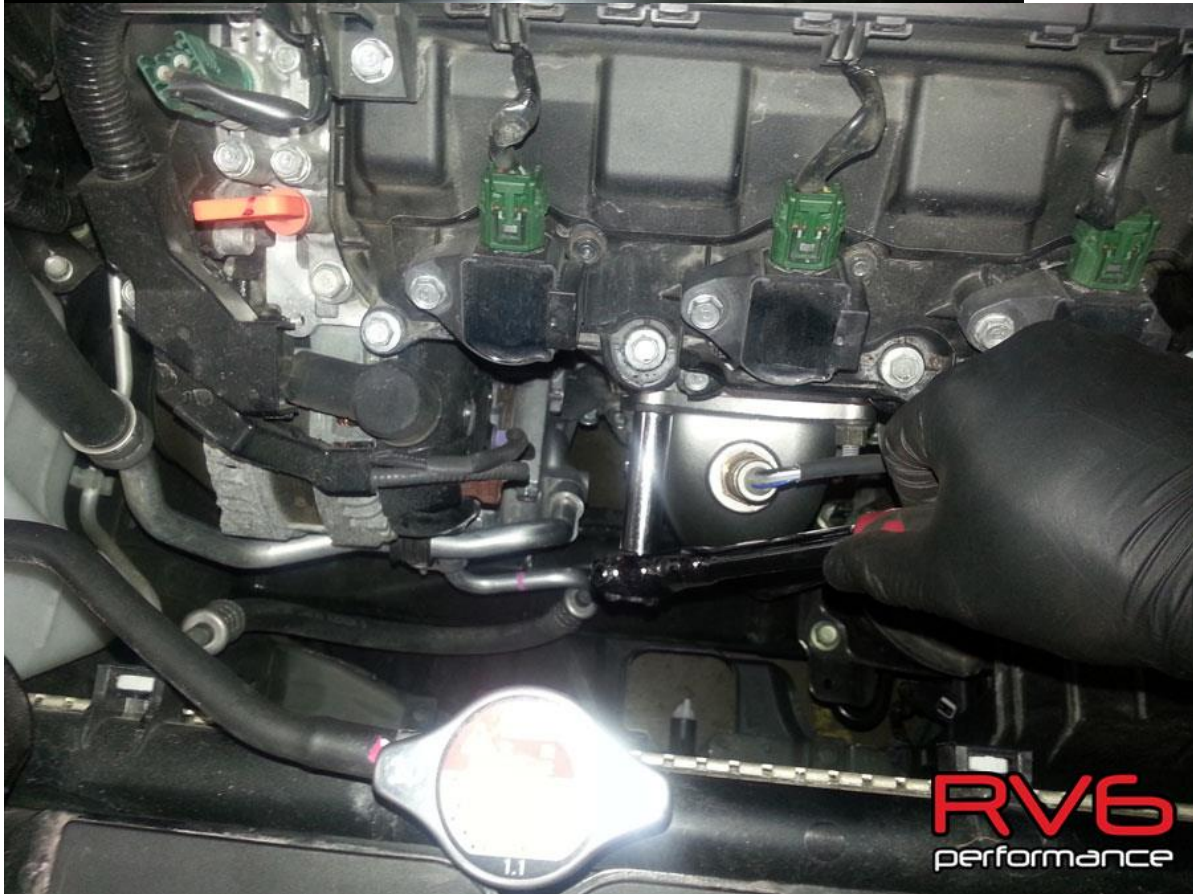
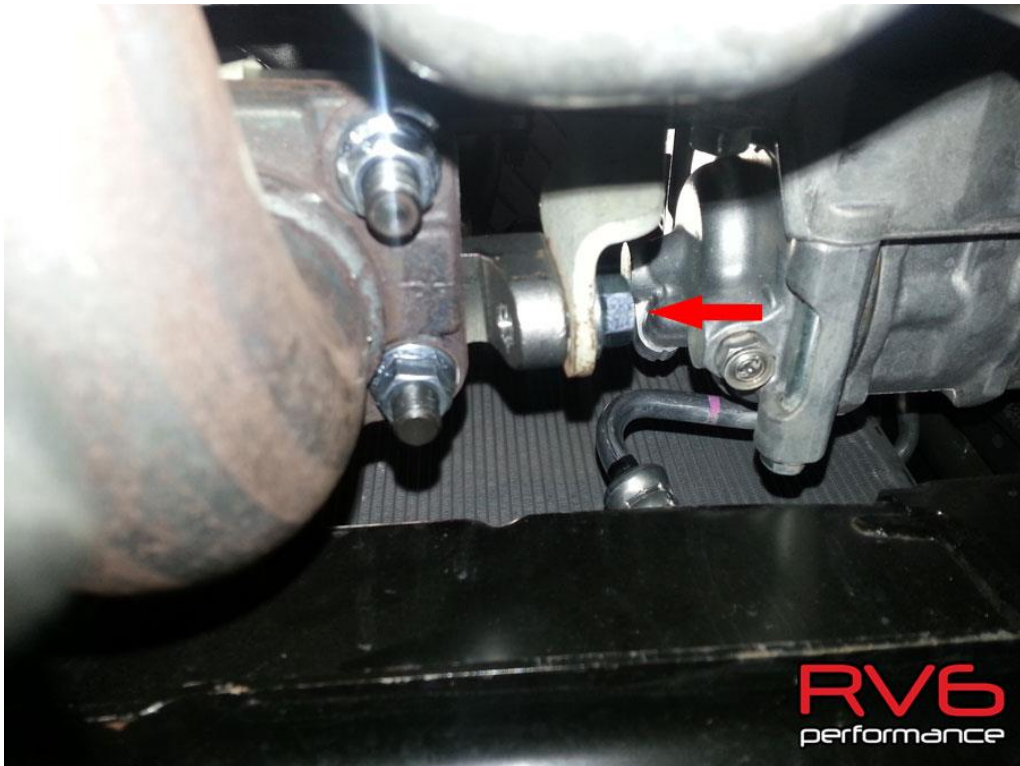




Remove the oxygen sensor in the J-pipe and install the defouler, reinstall the oxygen sensor into the defouler and keep the defouler loose to align the sensor in the vehicle properly, the sensor will sit at a slight angle upwards to avoid the possibility of hitting the subframe from the engine rocking, and then reinstall the J-pipe and tighten the defouler in the orientation shown in the picture. There will be new nuts supplied for installing the J-pipe. While still under the car tighten the bracket to PCD bolts so that they are secured in place. Now you are finished underneath, go back up top and tighten the PCD to the heads and connect the rear oxygen sensor connectors and secure them in OEM harness brackets.









Congratulations you have completed the installation of your RV6 EGR-B PCDS on your vehicle. We hope that this guide has helped you with the installation and hope that you are satisfied with your product.

[SIDE NOTE FOR HFPC INSTALL]If installing the HFPCs for this vehicle it is removing the rear downstream sensor out of the harness clips is not necessary, simply undo the one harness clip from the bracket and unbolt the oxygen sensor while the whole assembly is in the car, when reinstalling wind the harness clockwise so when you tighten the sensor in place the wires will unwind and leave the harness untwisted in place.