

Installation Instructions

PRL-HC10-IC: 2016+ Honda Civic 1.5T Intercooler Upgrade Kit (Fits: 2016, 2017, 2018, 2019, 2020 Honda Civic 1.5L Turbo)

- **DOES NOT REQUIRE TUNE**

Tools Needed:

- Ratchet
- Extension
- 10mm Socket
- 8mm Socket
- 10mm Wrench
- Flathead Screwdriver
- 3mm Hex-Key / Allen wrench
- 5mm Hex-Key / Allen wrench



Item	Qty	Part Number	Description
1	1	RAW-HC10-IC	2016+ Honda Civic 1.5T FMIC Assembly with -143 and -144 O-Ring
2	1	RAW-HC10-IC-BKT1	Intercooler Air Guide (Drivers Side)
3	1	RAW-HC10-IC-BKT2	Intercooler Air Guide (Passenger Side)
4	1	RAW-HC10-IC-BKT3	Intercooler Mounting Bracket with Rubber Grommet Installed
5	1	BOLT-M6x1x16-FB	M6x16 Zinc Flange Bolt
6	4	92095A208	M5x10mm Stainless BHCS Bolt (For Air Guides)
7	2	BOLT-M6x1x35-FB	M6x35mm Zinc Flange Bolt
8	2	BOLT-M6x1x12-FB	M6 x 1.00 x 12mm Flange Bolt10.9 Zinc
9	4	91292A137	M6x20mm Stainless SHCS
10	1	RAW-HC10-IC-V2-ADPT-STK-A	Stock Hot Side Charge Pipe Adapter (Stock Charge Pipes)
11	1	RAW-HC10-IC-V2-ADPT-STK-B	Stock Cold Side Charge Pipe Adapter (Stock Charge Pipes)
12	1	RAW-HC10-IC-V2-ADPT-PRL-A	Upgraded Cold Side Charge Pipe Adapter (Upgraded PRL Charge Pipes)
13	1	RAW-HC10-IC-V2-ADPT-PRL-B	Upgraded Hot Side Charge Pipe Adapter (Upgraded PRL Charge Pipes)
14	1	RAW-HC10-CP-BKT	Stainless Cold Pipe Bracket (Upgraded PRL Charge Pipes)
15	2	92095A224	M6x10mm Stainless BHCS Bolt (Upgraded PRL Charge Pipes)
16	5	BRZ-CLAMP-9444	Breeze Liner Clamp #44 (Upgraded PRL Charge Pipes)
17	2	BRZ-CLAMP-9436	Breeze Liner Clamp #36 (Upgraded PRL Charge Pipes)
18	1	BRZ-CLAMP-9432	Breeze Liner Clamp #32 (Upgraded PRL Charge Pipes)
19	1	RAW-HC10-CP-P1	Hot Side Charge Pipe (Upgraded PRL Charge Pipes)
20	1	RAW-HC10-CP-P2	Cold Side Charge Pipe (Upgraded PRL Charge Pipes) W/Fitting (O-ring Attached) and meth plug
21	1	SIL-HC10-IC-101	Throttle Body Coupler (Upgraded PRL Charge Pipes)
22	1	SIL-HC10-IC-102	Lower Cold Side Coupler (Upgraded PRL Charge Pipes)
23	1	SIL-HC10-IC-103	Upper Hot Side Coupler (Upgraded PRL Charge Pipes)
24	1	SIL-HC10-IC-104	Lower Hot Side Coupler (Upgraded PRL Charge Pipes)

Please check that all components specified in the parts list have been supplied and are correct. If any assistance is needed please email support@prlmotorsports.com or call 724-325-6300 to speak with a Customer Service representative before attempting installation or returning the product.

NOTE: FAILURE TO FOLLOW INSTALLATION INSTRUCTIONS AND/OR NOT USING THE PROVIDED HARDWARE MAY CAUSE DAMAGE TO THE INTERCOOLER SYSTEM & ENGINE.

Disclaimer:

-Always allow vehicle to cool completely prior to attempting installation.

-PRL Motorsports is not responsible for any vehicle damage or personal injury due to installation errors, misuse, or removal of PRL Motorsports products.

-PRL Motorsports suggests trained professional installation on all PRL Motorsports products. If you feel that you cannot properly perform this installation, we STRONGLY recommend you take the vehicle to a qualified and experienced automotive technician.

-If you are jacking up the vehicle, using a lift or are working under the vehicle make sure to abide by ASC guidelines to ensure proper safety measures have been met. The installer is working at their own risk under a vehicle, PRL Motorsports is not liable for any vehicle damage or personal injury while operating under a vehicle.

-This install may have been performed on a modified application. Some items may not be exactly as shown as per your vehicle, but similarities should be apparent and should be addressed.

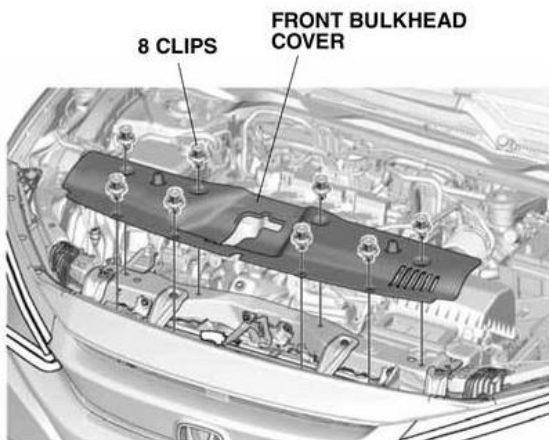
To Start:

1. Turn off the ignition and disconnect the negative battery cable. Allow the vehicle to sit for 5 minutes to drain any remaining charge from the charging system. It is always recommended before beginning any modification to a vehicle that the vehicle power source is removed.

NOTE: Disconnecting the negative battery cable erases pre-programmed electronic memories. We recommend any memory settings before disconnecting the negative battery cable. Some radios will require an anti-theft code to be entered after the negative battery cable is reconnected. The anti-theft code is typically supplied with the owner's manual. In the event that your vehicles anti-theft code cannot be recovered, we recommend contacting an authorized dealership to obtain the vehicle's anti-theft code.

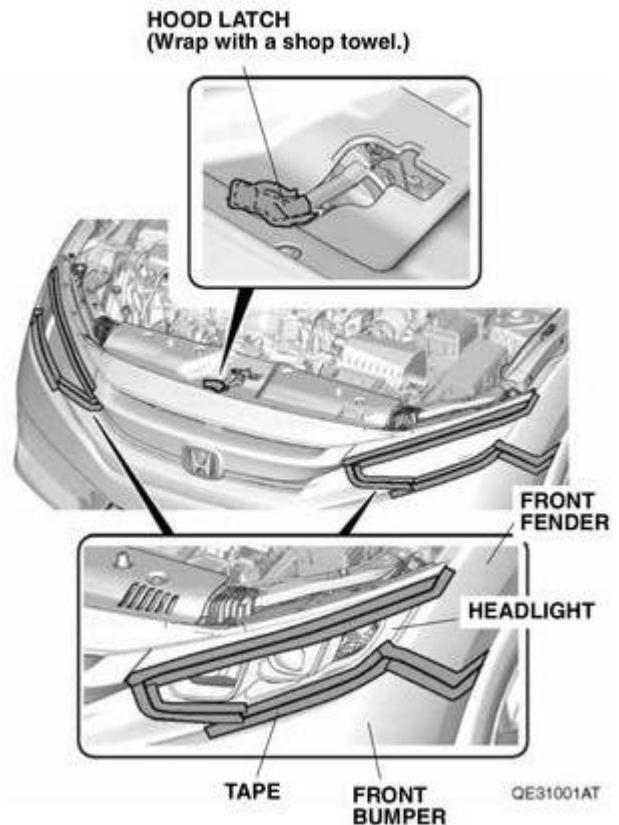
NOTE: Always use proper safety equipment such as jack-stands and engage the emergency brake when working underneath of a vehicle. When using a jack, be sure to use designated jack-points for safety and to avoid damage. Make sure that the emergency brake is functioning properly.

- Remove the front bulkhead cover.



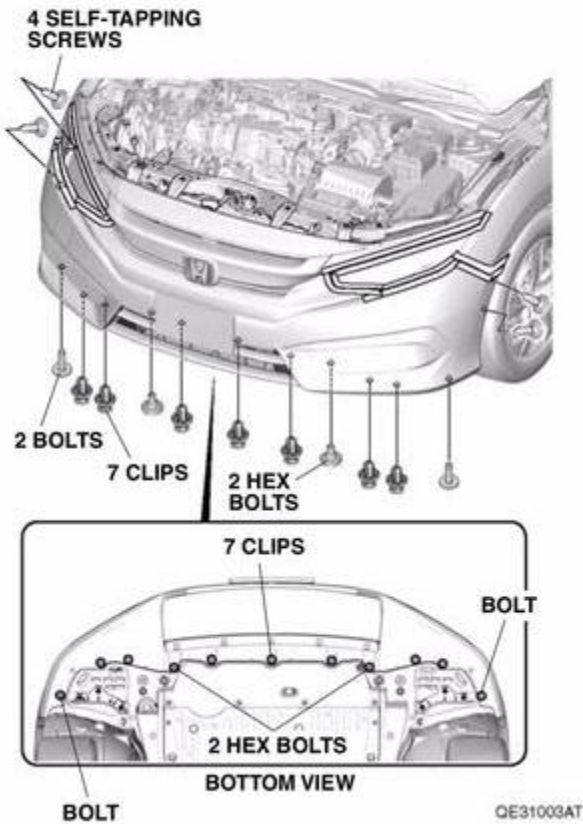
1. Remove the front bulkhead cover

- Apply tape to the areas shown on each side.
- Wrap a shop towel around the hood latch.



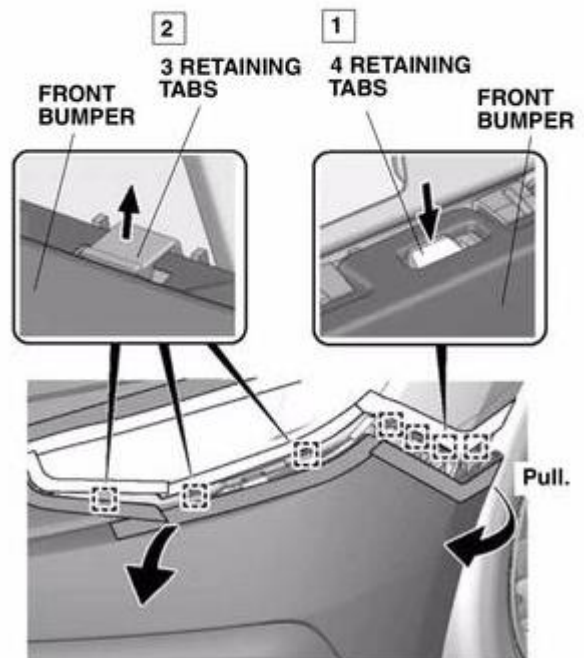
2. This step is optional, but recommended to protect your vehicle from damage while removing the bumper cover.

- Remove the four self-tapping screws, two bolts, two hex bolts, and seven clips.



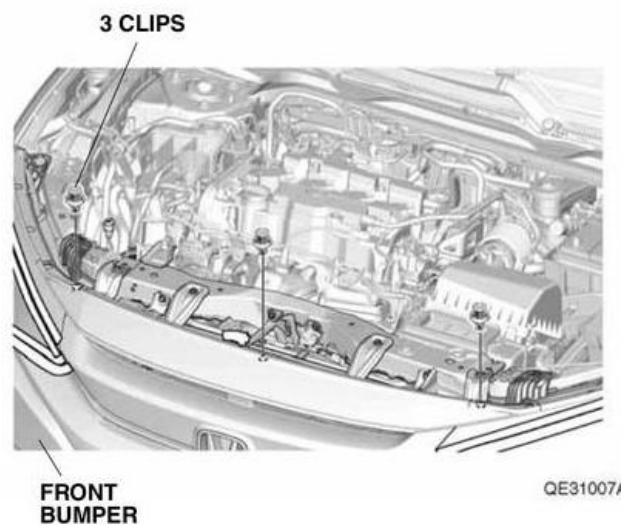
3. Raise the front of the vehicle and remove the fasteners that secure the bumper cover to the bottom of the vehicle. The example shows a sedan, but your vehicle may vary slightly depending on what model, year and aftermarket lip you may have on the vehicle. Do not forget the two screws in front of each of front tire.

- With the help of an assistant, release seven retaining tabs on each side.
NOTE: Remove the retaining tabs from the outside in the order shown. Make sure to remove the retaining tabs in the correct orientation.



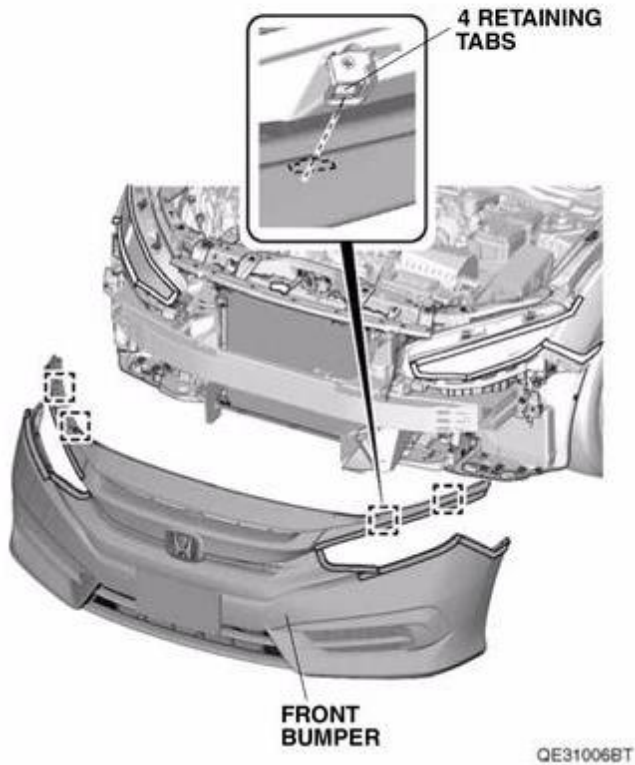
4. Carefully pull the cover away (starting at the wheel wells). As the bumper is pulled, the retaining tabs are exposed along the perimeter which need to be carefully released to prevent damage.

- Remove the three clips.



5. Remove the three remaining clips on the top of the bumper above the grille.

- With the help of an assistant, remove the front bumper. Place the front bumper on a blanket to prevent damage.



7. After removing the bumper, begin removal of the factory intercooler. Remove the mounting bracket on the driver side, and disconnect it from the charge pipe. Remove the two bolts from the driver side charge pipe.

6. Depress the retaining tabs above each headlight with a flat head screwdriver and the bumper cover is able to be pulled away from the vehicle. This is best done with an assistant, but can be done alone. Have a towel or clean blanket ready to set the bumper onto to avoid scratching or damaging the bumper.

*If the vehicle has fog lights, please be sure to unplug them before pulling the bumper cover completely away from the vehicle or damage could be caused to the connections.



8. Disconnect the intercooler connection on the passenger side



9.

Remove the mounting bracket on the passenger side. This bolt is a little harder to get to, it is behind the connection in the previous step. Removing this bracket is the last connection holding the intercooler securely to the vehicle, an assistant should be holding the intercooler securely to prevent damage to the factory intercooler. Plastic shrouding may need to be removed or pushed aside to remove the factory intercooler.



10. Remove the factory intercooler and set it aside. Remove the remaining intercooler pipe connection on the passenger side



THE NEXT STEPS ARE ONLY FOR UPGRADED CHARGE PIPES, IF RETAINING STOCK CHARGE PIPES SKIP AHEAD TO STEP 19 FOR INTERCOOLER ADAPTER INSTRUCTIONS



11. Disconnect the charge pipe on the driver side (from the top of the engine bay).



13. There are two bolts on the cold side charge pipe that secure the charge pipe to the engine, remove them



12. Disconnect the coupler at the throttle body between the firewall and the valve cover:



14. Carefully unplug the two sensors on the cold side charge pipe and remove the entire charge pipe.



15. Once removed, carefully transfer the sensors to the new charge pipe. Be careful not to damage any of these stock sensors, they are sensitive and can lead to a costly mistake if careless. Install the bracket to the charge pipe, leave the other side alone until the sensors are connected later. The bracket can be bolted to the engine using the two supplied M6 x 12mm flange bolts at that time.



17. Follow this hose towards the fender and then down. A bolt secures it in place. An extension may be required to reach this bolt. Remove the bolt and pull the hose through the top of the engine bay.



16. Disconnect the hose at the turbocharger outlet on the passenger side.



18. Begin assembling the new intercooler piping. This may take a few adjustments to allow proper fitment in the engine bay, there are slight variations from the factory. The hot-side charge pipe will have the longest leg length facing towards the top. Shown is an example of what the assembly should look like.



**Passenger Side (Hot Side)
Stock Charge Pipe Adapter**



**Passenger Side (Hot Side)
Stock Charge Pipe Adapter**

Charge Pipe Side

19. This will be installed from the top and then secured to the turbocharger. Secure the hose clamp before inserting it into the engine bay, it is not accessible once installed.

**STOCK CHARGE PIPE USERS MAY RESUME
INSTALLATION GUIDE**

Install the appropriate adapters for your charge pipe application (Stock Charge Pipes or Upgraded PRL Charge Pipes) to each side of the intercooler.

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**Drivers Side (Cold Side)
Stock Charge Pipe Adapter**

Intercooler Side



**Driver Side (Cold Side)
Stock Charge Pipe Adapter**

Charge Pipe Side



**Driver Side (Cold Side)
Upgraded Charge Pipe Adapter**

**Passenger Side (Hot Side)
Upgraded Charge Pipe Adapter**



Ensure that the appropriate O-Rings are installed correctly and not twisted or coming out on each end of the intercooler assembly. If during shipping the O-Rings fell out, place the appropriate size (labeled on the intercooler connections) in the O-Ring seats.

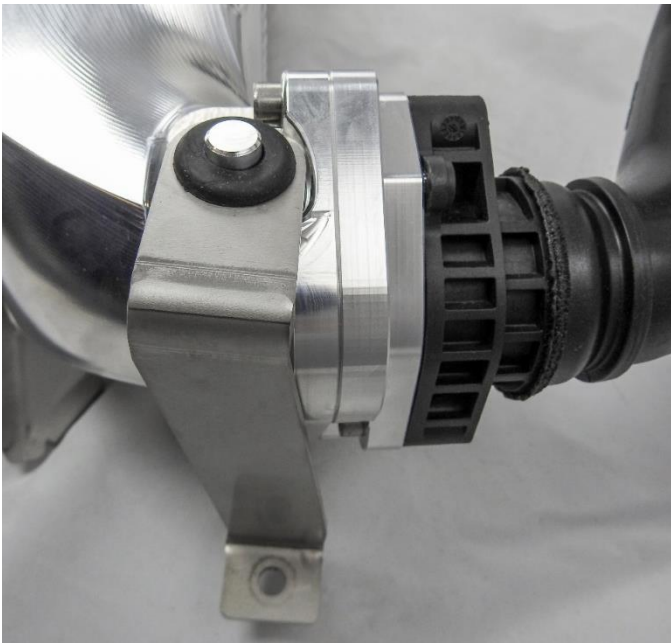
****The stock charge pipe applications are to reuse the factory O-Ring (An optional OEM replacement O-Ring is available on the PRL Motorsports website if you deem them worthy of replacement or damage them upon removal) A tab is on the factory O-Ring that needs to be carefully removed with a new razor blade to fit the PRL adapters.**

Factory charge pipe adapters both require O-Rings to make a proper seal.



An expanded view of both the stock charge pipe adapters and upgraded PRL charge pipe adapters are shown below:

STOCK CHARGE PIPE ADAPTERS



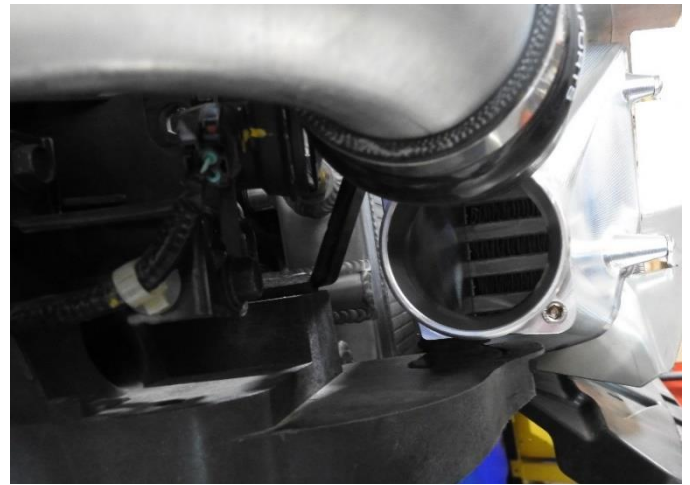


PRL UPGRADED CHARGE PIPE ADAPTERS

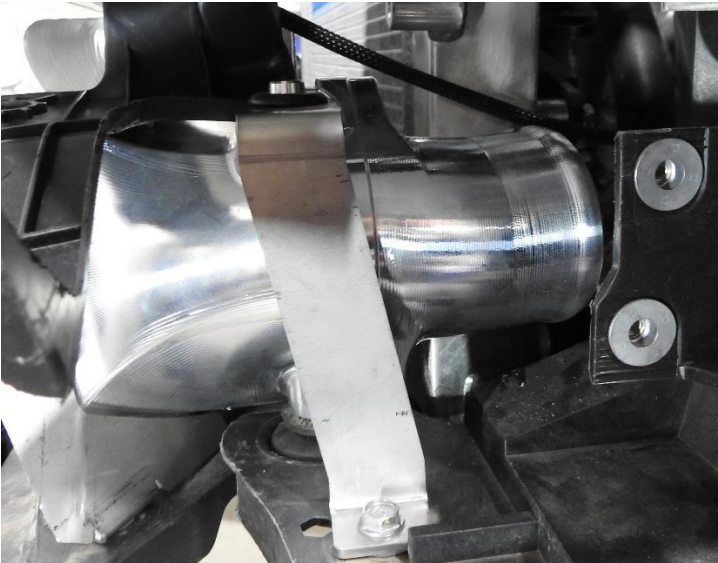




20. It is recommended that the stock plastic piece be cut along this line marked by the saw blade. It is possible to keep the piece there but it may interfere with fitment slightly and be inconveniently in the way of other components when securing the intercooler. This will not impact the stock intercooler fitment if the user decides to return the vehicle to stock.



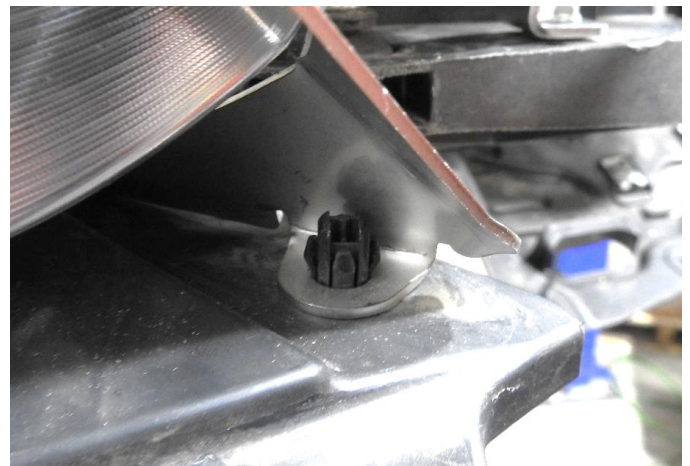
21. Mount the new intercooler core with the provided bracket (Driver Side) and OEM bracket (Passenger Side) and rubber mounting feet. This may require an assistant to help hold the intercooler while securing the brackets.



**THIS STEP DOES NOT APPLY TO STOCK
CHARGE PIPE USERS**

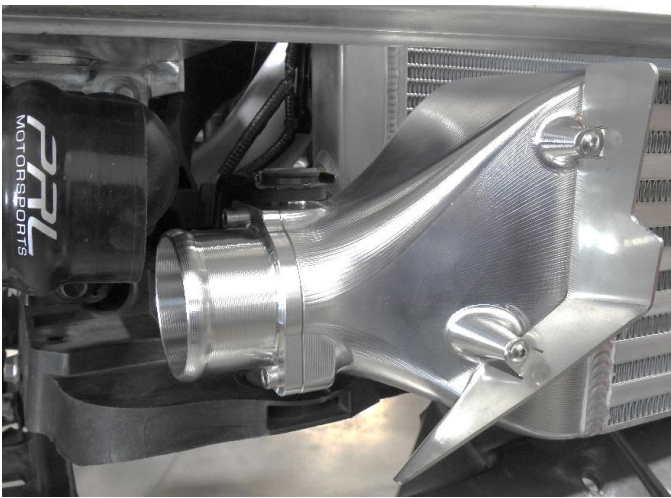
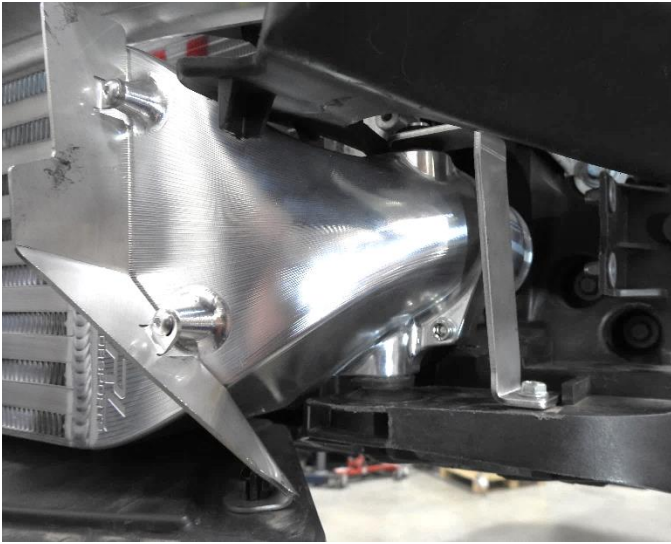


23. Install the driver and passenger side air guides onto the intercooler with the supplied button head bolts and a hex key.



24. Be sure not to forget the driver side air guide has a clip connection to attach the plastic under shield securely to our intercooler setup.

22. Install remaining charge piping and secure the couplers with provided hose clamps. Connect the sensors securely, the engine bracket can be installed at this time. Follow each pipe and check all connections.



25. Double check all of the hose connections and intercooler adapters to ensure the system has no leaks before installing the bumper cover, you will not be able to access most of these connections once the bumper is reinstalled. Follow the bumper removal instructions in reverse order of the first 6 steps. Replace any clips that may have been damaged during install with OEM Honda clips. Upon starting your vehicle, you may experience a CEL, if your vehicle appears to be operating correctly try a few key cycles turning the ignition on and off. If the CEL persists drive the vehicle several miles, it should clear itself. If there are any further issues or the vehicle does not appear to be operating correctly do not drive the vehicle, troubleshoot any connections or any other modifications this may have impacted. Additional questions or concerns please contact a certified professional or a customer service representative at PRL Motorsports to prevent any damage to your vehicle.