

Installation Instructions

PRL-HCR-CP: PRL 2017+ FK8 Civic Type-R 2.0T Intercooler Charge Pipe Upgrade Kit

Installation Time: Approx. 1 – 1.5 Hours

***No Tune Required**

***Compatible with all factory location intercoolers, and factory intercooler.**

Tools Needed:

10mm Socket

¼" Hex Socket (Depending on Intercooler End Tank Hardware Connection)

12mm Socket

Torque Wrench

Ratchet

Pliers or Small Vice Grip

6" Ratchet Extension

Phillips Screwdriver



Item	Qty	Part Number	Description
1	1	RAW-HCR-IC-P1	2017+ Honda Civic Type R Intercooler Cold Side Charge Pipe
2	1	FRA-484104-BL	Fragola 1/4" Hose Barb to -4 AN Adapter – 841 – Aluminum, Black (With O-Ring)
3	1	MCM-1162T37	Plug 1/8" NPT Zinc w/ Sealant
4	1	BOLT-M6x1x16-FB	Flange Bolt M6 x 1.00 x 16mm 10.9 Zinc
5	1	SIL-HCR-CP-101	2017+ Honda Civic Type-R Hot Side Charge Pipe Hose
6	1	SIL-HCR-CP-102	2017+ Honda Civic Type-R Cold Side Charge Pipe Hose
7	1	SIL-HCR-CP-103	2017+ Honda Civic Type-R Throttle Body Charge Pipe Hose
8	2	BRZ-CLAMP-9436	Breeze Liner 9436 #36 Hose Clamp, Stainless
9	3	BRZ-CLAMP-9444	Breeze Liner 9444 #44 Hose Clamp, Stainless
10	1	BRZ-CLAMP-9448	Breeze Liner 9448 #48 Hose Clamp, Stainless
11	1	RAW-HCR-IC-OUTLET	CTR Cast Intercooler Outlet
12	2	MCM-92095A208	BHCS Bolt M5 x 0.80 x 10mm 18-8 Stainless
13	1	RAW-HCR-CP-BKT	2017+ Honda Civic Type-R Intercooler Outlet Bracket

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 INTAKE SYSTEM & ENGINE.

Disclaimer:

Install was performed on a modified application. Some hardware shown may be different than the hardware used on the stock vehicle.

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 all PRL Motorsports products

Before Starting:

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. This installation may be made easier by removing the battery entirely to access hose clamps by the throttle body that are difficult to access.

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.

1. The front bumper of the car will need to be removed for access to the intercooler outlet, it is possible to do without removing the bumper, but it is not recommended. A youtube video showing this removal here: <https://www.youtube.com/watch?v=V-KI2seSiMQ&t=27s>



2. We recommend raising the front end of the car at 18-24" off the ground for comfort. However, if you do not have access to lift equipment such as a jack, this charge pipe system can still be installed on the ground. Lowered vehicles may increase difficulty due to decreased workspace within the wheel-well.

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.

3. The stock airbox and intake tube are to be removed to access the cold side charge pipes. Remove the 2 bolts on the evap system (1 visible in picture) and loosen the two clamps connecting to the airbox and cast inlet pipe. Remove the small clamp to the left of the evap system adapter to fully release the factory intake tube.



4. Release the MAF sensor plug from the MAF by releasing the tab.



Place the wire harness out of the way and safe from being damaged or smashed.

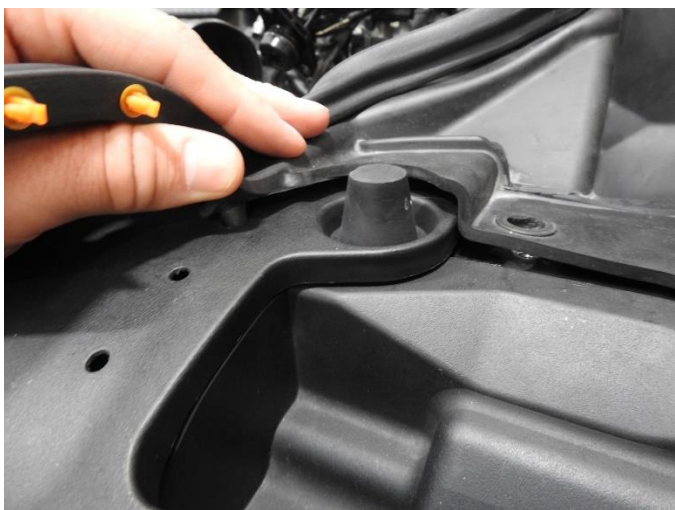


6. Remove the clips along with the rubber molding around the inlet of the airbox. Use caution as to not break the orange clips.

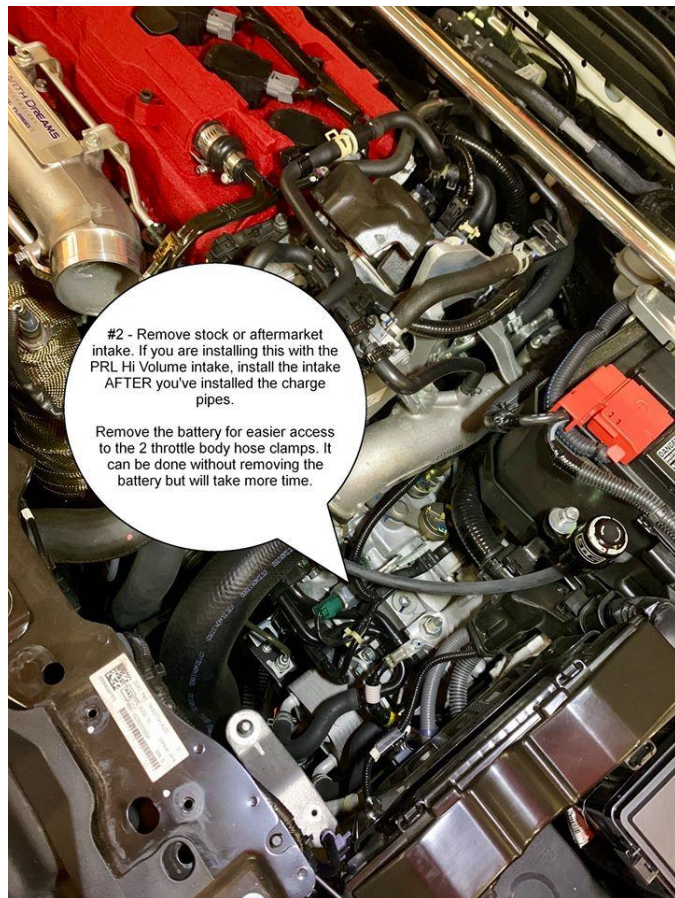


5. Remove the bolts holding the factory airbox into place, an extension or swivel may be required to access some of them.





7. Ensure all connections have been removed from the airbox and remove the entire assembly. It may require some maneuvering to remove the airbox, analyze and assess the situation before applying tension on the airbox as to not damage any component.



8. Full access to the stock charge pipes is granted after removing the stock airbox or aftermarket intake. If installing the PRL HVI, install the charge pipes first, then install the HVI.

Remove the battery for easier access to the 2 throttle body hose clamps. The kit can be installed without removing the battery, but these connections are more easily accessed if the battery is removed.

9. On the passenger side, behind the fan, remove the stock hot side hose. This is released by loosening two hose clamps, one on each end of the hose.



#3 - Remove stock hot side hose by remove 2 hose clamps (1 on each end).



10. Install the PRL hose with the hose clamps provided. Position the hose clamps in a position that is easily accessible for future removal/installation. This is the only piece that is replaced on the hot side. (This piece was integrated into the kit after ruining two of these pieces during spirited track days. Both factory replacement pieces failed.)



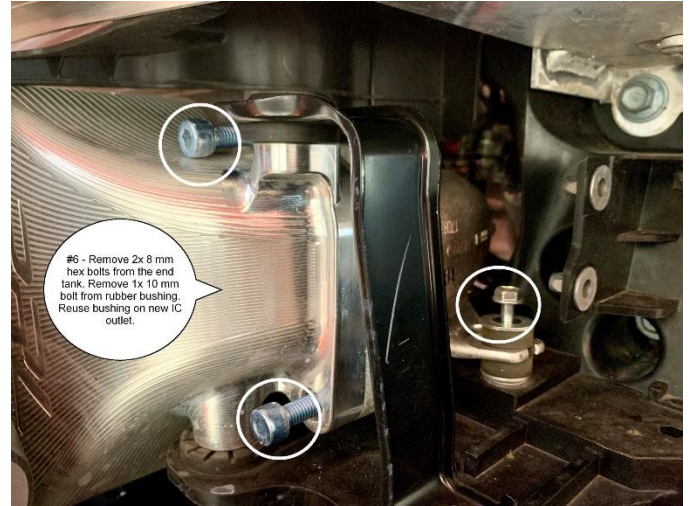
#4 - Install PRL hose with 2 new hose clamps (1 on each end). Position the hose clamps for easy of maintenance or future removal.



11. On the driver side behind the fan and on the intercooler outlet remove the stock hose clamps from the cold side pipe. It may be required to push the push the coolant hose or other components out of the way to gain full mobility for removal. *Minor trimming may be required to the radiator/fan if using an aftermarket upgraded radiator.



12. Remove two bolts from the driver side end tank. These may be different depending on if you have factory bolts or the initial PRL upgraded intercooler with bolts provided. Also remove the bolt from the rubber dampener that supports the bracket on the stock cast piece. Do not lose the rubber bushing, it is used on the PRL cast intercooler outlet bracket.



13. Remove the 10mm bolt from the end tank bracket, and remove the bracket. Release the stock intercooler outlet cast piece from the driver side end tank through the opening used to release the first hose on the driver side.



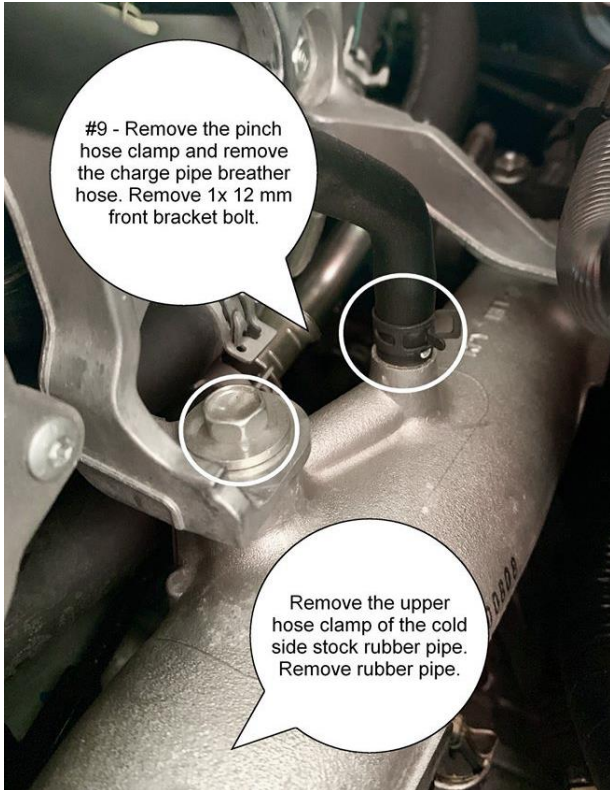
14. Install the bracket onto the PRL cast piece prior to installing onto the intercooler.



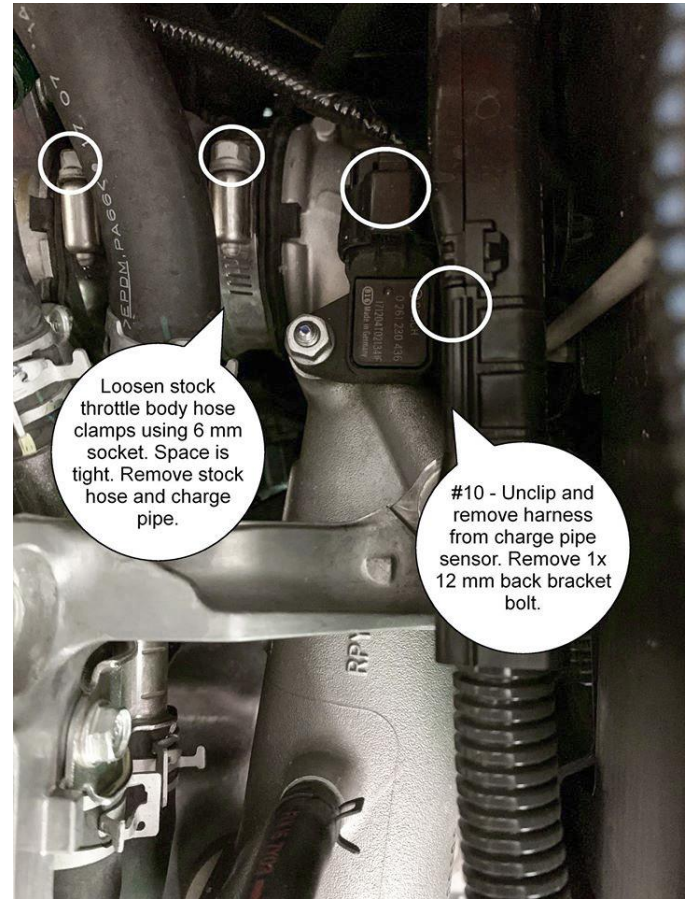
15. Install the PRL intercooler outlet cast piece and secure with the two 8mm hex bolts (Torque to the OEM Honda Spec of 18 lbs-ft). Place the bracket back onto the driver side end tank and tighten the bracket down.



16. On the upper section between the engine block and battery/ECU remove the pinch hose clamp to release the hose. Remove the front bracket bolt. If you haven't released the silicone connection from this piece, do so now.



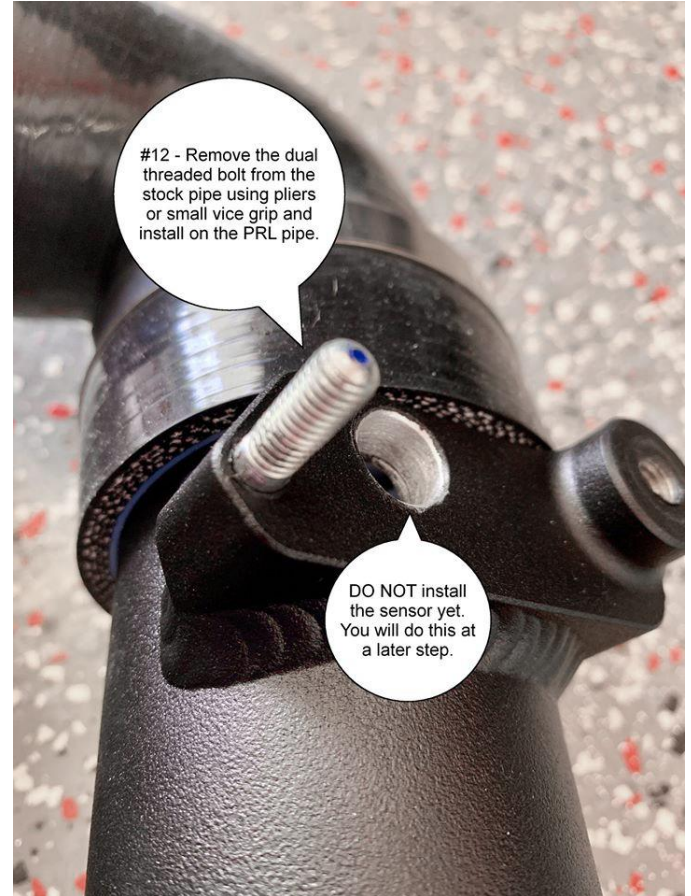
17. The coupler connecting the 90° pipe and the throttle body needs to be removed by loosening the clamps. Unclip and remove the harness from the factory charge pipe sensor. There is also 1 bracket bolt under the harness in the picture. This will need to be removed to fully release the hard pipe from the throttle body coupler. As long as the harness is released from the sensor the sensor can stay on the pipe for the time being.



18. It is a good idea to keep the sensor in the pipe until the pipe is removed from the vehicle and it is easier to access without risk of damaging the sensor. Once the pipe is fully removed, preassemble the PRL charge pipe with the 90° coupler. Remove the nut holding the sensor on, note that this sensor has an O-Ring installed on it, do not lose this O-ring, it needs to stay on the sensor and be transferred to the PRL pipe. Be aware of the slightly new location of the sensor and the hole for the stud.



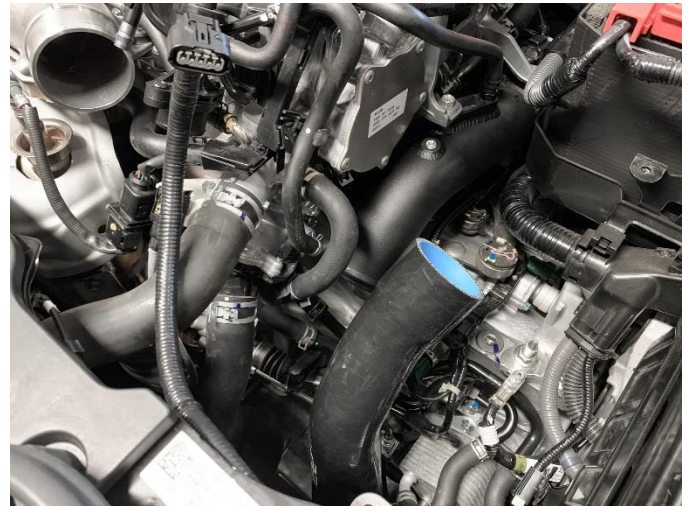
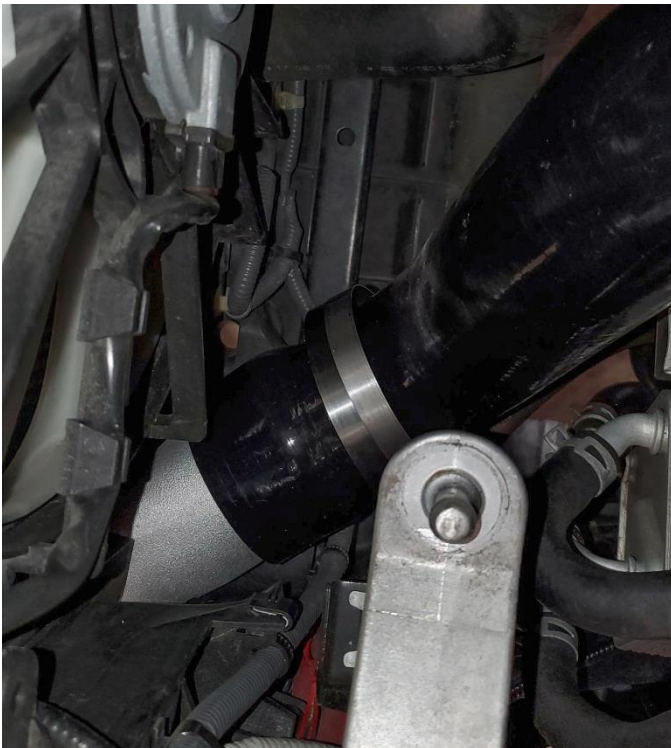
19. Before installing the sensor remove the stud from the factory pipe. This requires pliers or small vice grips to remove. Be careful not to damage the threads, use a piece of plastic or cloth as a cushion of protection for the threads. Install the stud into the PRL aluminum flange. Tighten down in the same fashion as removal, again not to damage the threads. Install the sensor with the factory nut at this time.

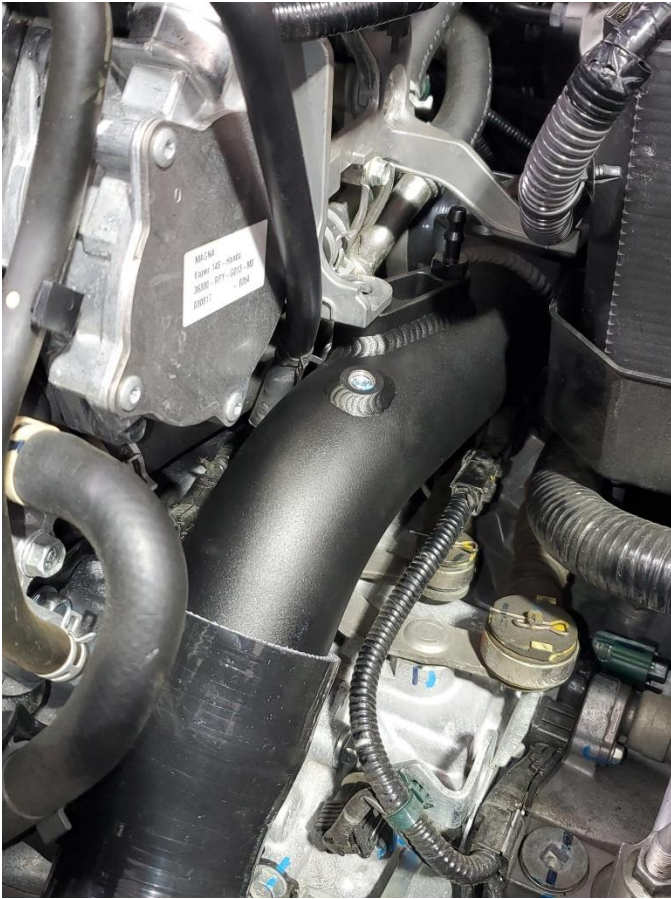


20. Install the lower cold side charge pipe to the PRL cast piece using the clamps provided in the PRL kit. Keep the hose clamp loose for now for further adjustments. Keep the hose clamps at an accessible orientation for easy access. Production cars have variations and not every car will be exactly the same through the next few steps, rotations may be required and the exact orientation on the represented picture may not be accurate.

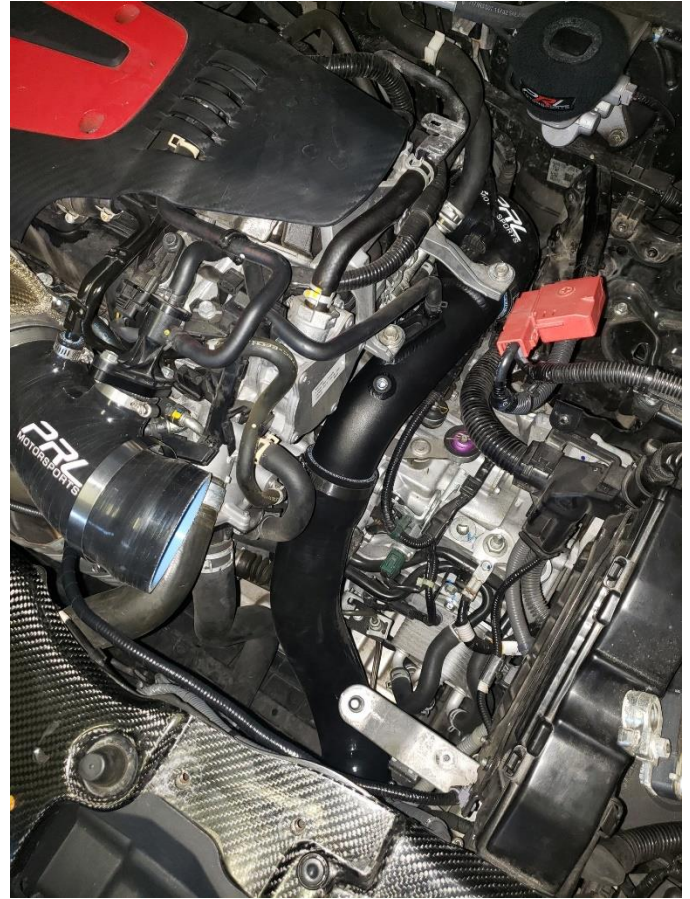


21. Position the assembled PRL black aluminum pipe into the silicone section from the previous step. There is a step within the silicone section that is a stopper for proper seating of the pipe. Place the hose clamp on the silicone before the pipe is inserted. Do not fully tighten the hose clamp until the entire assembly is properly oriented.





22. The assembly should look like this. Place the 90° coupler over the throttle body inlet and secure with the hose clamp provided. Depending on your vehicle you may want to secure the pipe to the bracket points before inserting into the lower silicone. The entire assembly may require some adjustment at various points of rotation to be oriented correctly to properly reinstall all components removed from the factory piping.



23. If reinstalling the factory airbox, be sure there is enough clearance, tolerances are tight in this section with the factory airbox.

The sensor can be connected to the harness and the hose secured on the fitting preinstalled in the PRL pipe. Note: this fitting should have an O-Ring on the thread side for proper sealing. This can be checked by looking between the hex and the threads, the brown O-ring should be slightly visible.

24. Tighten every hose clamp and connection fully at this point. Reinstall the factory airbox or install an aftermarket intake at this point. After installing the intake, start the vehicle and ensure that it is operating correctly. If it appears that the vehicle is not operating correctly, immediately assess the situation. A code or error may appear from disconnecting the battery and removing/reinstalling the sensors. If the vehicle appears to be operating correctly, continue to operate the vehicle for a few miles, the codes and error should clear. If any problems persist, please contact PRL Motorsports from the information provided in your package, or refer to a local certified performance business to diagnose the issue.