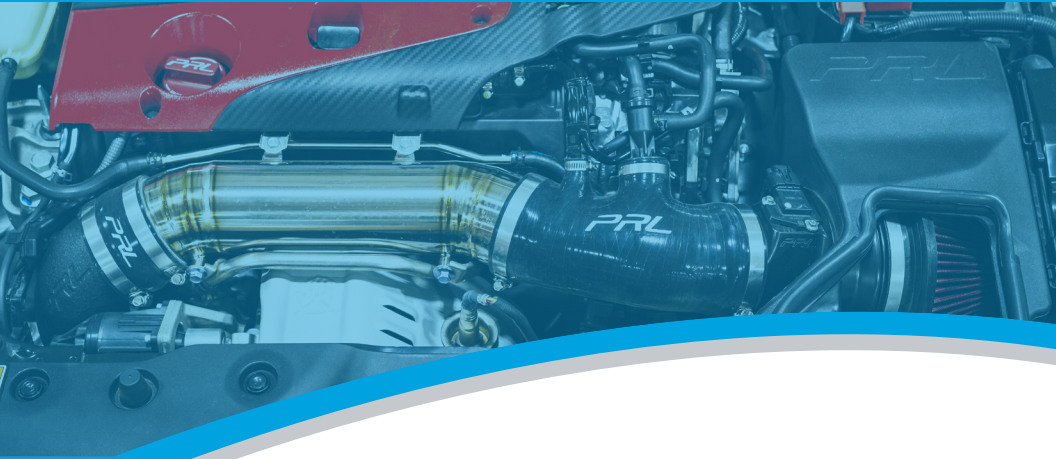


# PRL

## MOTORSPORTS

### INSTALLATION GUIDE



HONDA CIVIC TYPE-R (2017-2021)  
HIGH VOLUME INTAKE

# PRL INSTALLATION OVERVIEW

**PRODUCT:** PRL-HCR-INT-HVI PRL Motorsports High Volume Intake System

**FITMENT:** 2017 - 2021 Honda Civic Type-R 2.0L Turbo (FK8)

**INSTALLATION TIME:** Approximately 1 hour and 20 minutes

**NOTE:** STREET VARIANT DOES NOT REQUIRE AN ECU RE-CALIBRATION.

Please check that all components that are listed in the parts list have been supplied to you, and are correct. If you require any assistance or are missing components please email: [support@prlmotorsports.com](mailto:support@prlmotorsports.com). Please verify with a customer service representative before installation or returning the product.

## PRODUCT DISCLAIMER:

United States 48 State Compliant:

California/New York Residents please see Prop 65.

This is a Race Only product that is to be used solely for competition, it cannot be used on vehicles that are operated on public streets, roads or highways. Its use is limited to closed-course and open-course racing that is formally sanctioned by a recognized racing organization. Any other use including recreational use could be in violation of local, state and federal laws.

PRL Motorsports is not responsible for any vehicle damage or personal injury that may occur due to an installation error, product misuse, or removal of PRL Motorsports products.

PRL Motorsports highly suggests that a trained professional conduct the installation on all products. PRL Motorsports is not responsible for damaged products due to incorrect installation.

## REQUIRED TOOLS:

Ratchet

Extension (12" Length)

10mm Socket

Flat-Head Screwdriver

Phillips-Head Screwdriver

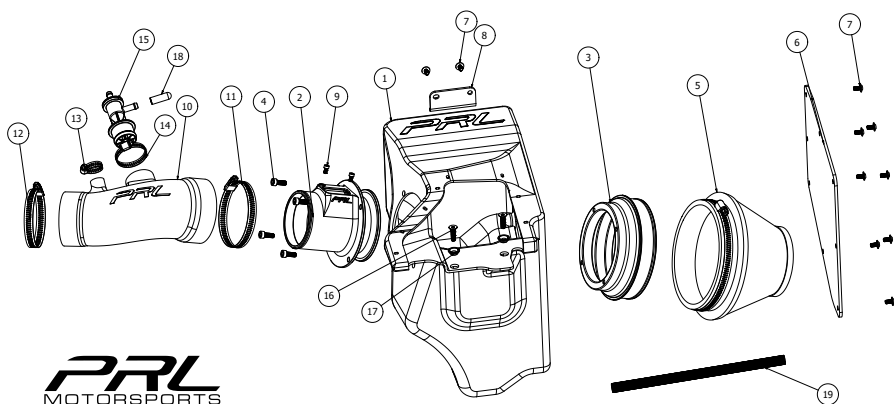
3MM Hex-Key / Allen Wrench

5MM Hex-Key / Allen Wrench

Electrical Tape

Torque Wrench (Optional)





## COMPONENT LIST

| #  | PART #                   | QTY | DESCRIPTION   |
|----|--------------------------|-----|---|
| 1  | RAW-HCR-INT-ROTOBOX      | 1   | 2017-2021 Honda Civic Type-R HVI Rotomold Air Box       |
| 2  | RAW-HCR-INT-MAF (A or B) | 1   | 2017-2021 Honda Civic Type-R Upgraded MAF Housing       |
| 3  | RAW-HCR-INT-HVI-RING     | 1   | 2017-2021 Honda Civic Type-R HVI Filter Plate           |
| 4  | BOLT-M6x1.00x16-SHCS     | 4   | Socket Head Cap Screw M6x16mm (Stainless)               |
| 5  | PRL-AF-4315              | 1   | PRL Air Filter for 2017-2021 Honda Civic Type-R HVI     |
| 6  | RAW-HCR-INT-ROTOCOVER    | 1   | 2017-2021 Honda Civic Type-R HVI Rotomold Air Box Cover |
| 7  | BOLT-M5x.80x10-BHCS      | 10  | Flanged Button Head Cap Screw M5x10mm                   |
| 8  | RAW-HCR-INT-HVI-BKT      | 1   | 2017-2021 Honda Civic Type-R HVI Air Box Bracket        |
| 9  | BOLT-M4x.70x8-SHCS       | 2   | Socket Head Cap Screw M4x8mm (Stainless)                |
| 10 | SIL-HCR-INT-HVI          | 1   | 2017-2021 Honda Civic Type-R HVI Silicone Hose          |
| 11 | CLAMP-9452 / 9464        | 1   | #52 Hose Clamp (Stainless)                              |
| 12 | CLAMP-9444               | 1   | #44 Hose Clamp (Stainless)                              |
| 13 | CLAMP-3808               | 1   | #8 Mini Clamp (Stainless)                               |
| 14 | CLAMP-3820               | 1   | #20 Mini Clamp (Stainless)                              |
| 15 | RAW-HCR-EVAP-ASS         | 1   | HVI EVAP PCV Assembly (Ver. 2)                          |
| 16 | PRL-HCR-INT-HVI-B3       | 2   | Dress-Up Hardware Bolts M6x22mm                         |
| 17 | RAW-HCR-INT-ABB          | 2   | Flush Mount Washers                                     |
| 18 | 6448K97                  | 1   | Vacuum Cap (FOR INTERNATIONAL MODELS ONLY)              |
| 19 | CON-250                  | 1   | 1/4" Convoluted Tubing Sleeve                           |

## Before Beginning Your Installation:

1. Turn off the ignition. Loosen battery terminal and disconnect the negative battery terminal cable. Allow the vehicle to sit for a minimum of 5 minutes to drain any remaining charge from the charging system.

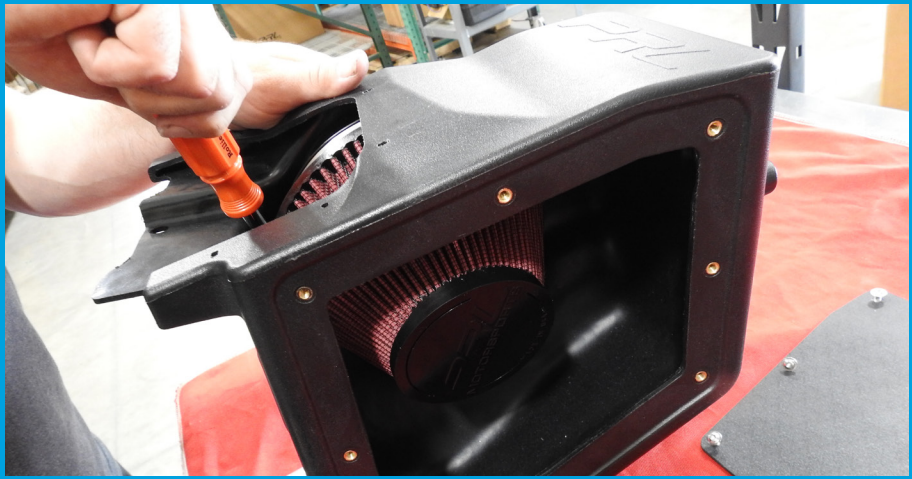
**NOTE:** Disconnection of the negative battery cable erases pre-programmed electronic memory. We recommend saving any memory settings before disconnecting the negative terminal. Some radios will require an anti-theft code to be entered after the negative battery cable is reconnected.



## Preparing Your High Volume Intake (HVI) Air Box:

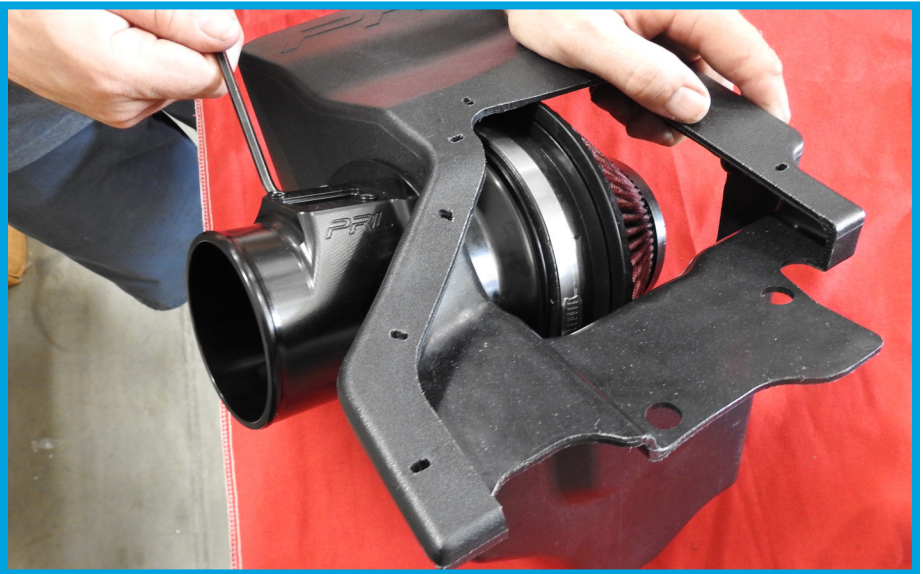
2. Reference the parts list and ensure all components are enclosed. If something is missing, please contact PRL Customer Support.

3. Loosen the filter clamp and install filter plate into the supplied cone filter. Place the air filter and filter plate into the HVI Air Box. This will require some rotation to squeeze through the side opening properly without damaging the filter. Rotate the clamp so that the bolt for the worm clamp is easily accessible in the air box. Tighten the worm clamp on the filter to secure the filter plate in place.



4. Attach the Mass Air Flow Sensor (MAF) housing to the PRL Velocity Stack by aligning the holes through the HVI Air Box with the (4) M6x16mm socket head screw bolts. \*TIGHTEN USING THE LONG END OF ALLEN WRENCH FOR TORQUE\*

**\*\* RECOMMENDED TORQUE SPEC - 34 in/lbs \*\***

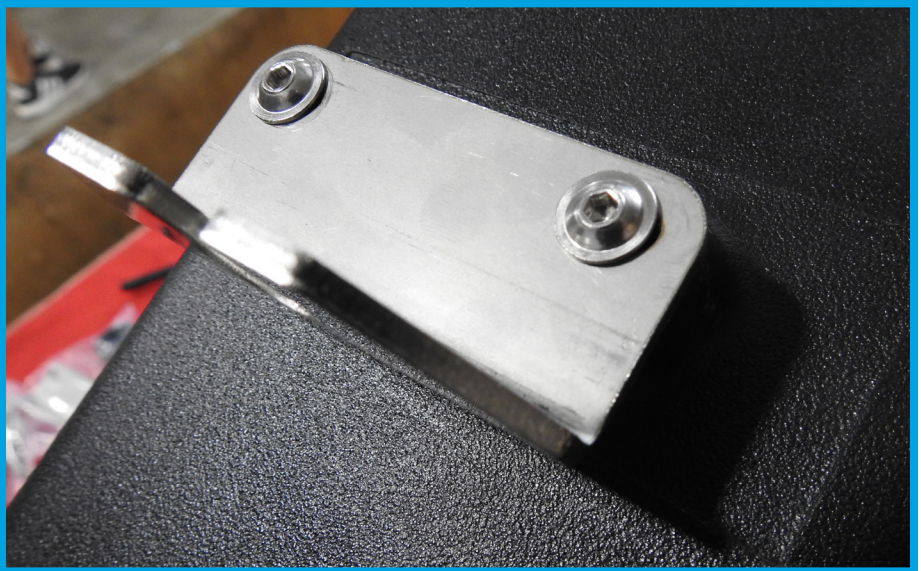


5. Loosely attach the HVI Air Box lid with (8) M5x10mm flange bolts. Work from one side of the box to the other, then when all bolts are placed and set, secure TIGHTLY using the long end of Allen wrench to ensure proper torque. Make sure bolts are tight, but be careful to not splinter the plastic of the HVI Air Box lid.

**\*\* RECOMMENDED TORQUE SPEC - 30 in/lbs \*\***

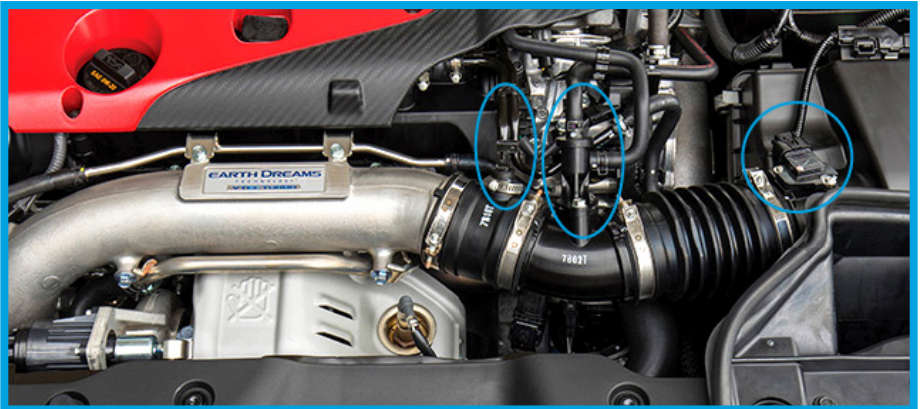
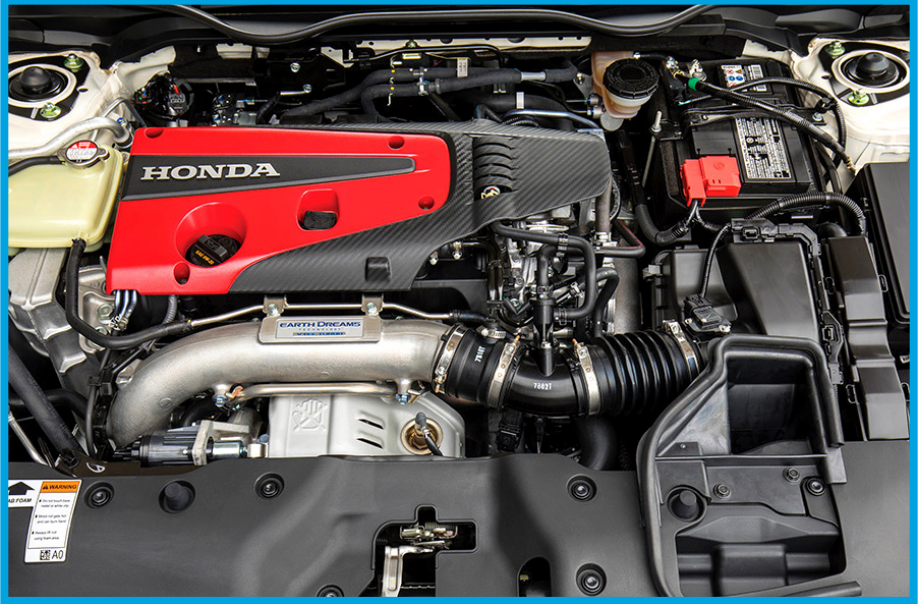


6. Attach the supplied air box bracket using the remaining (2) M5x10mm bolts.



## Removal of the Factory Intake System:

7. Release the factory intake hose by removing the (2) hose clamps at the ends of the intake hose assembly using a flathead screwdriver. Only the hose clamps that attach the intake house to the turbocharger inlet pipe and attaches the corrugated inlet hose to the air box need to be removed. Disconnect the vacuum line with the clamp and (2) 10mm bolts that attach the EVAP purge valve to the plastic housing. Depending on wear and tear, the clamp may need to be cut or a good amount of force to pull the vacuum line to remove it.





8. Disconnect the MAF sensor by pressing on the center of the clip and pulling outwards away from the mounted sensor bracket.



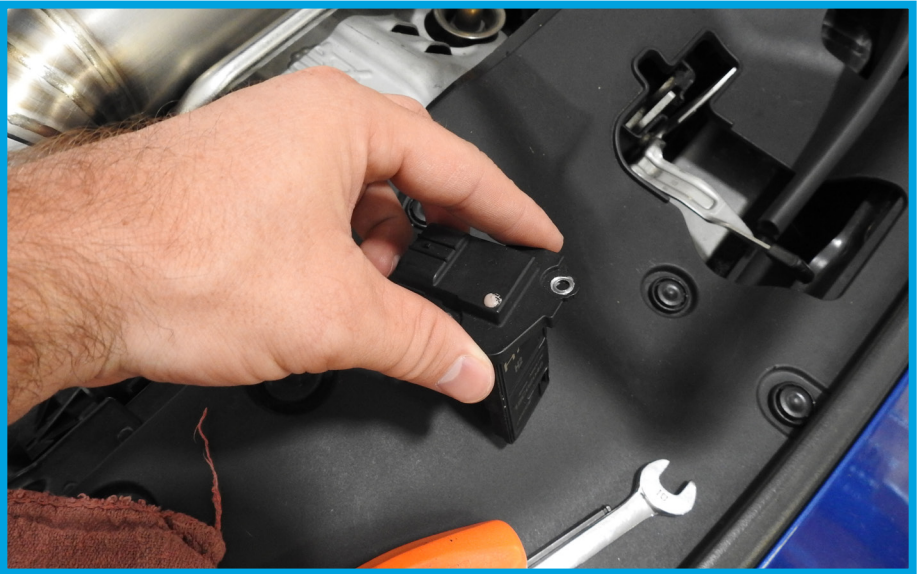
9. Remove the MAF sensor wiring harness from the retaining clips and casing by using a flathead screwdriver to release the detents. Carefully pull this harness and the exposed wiring to the side out of the way.



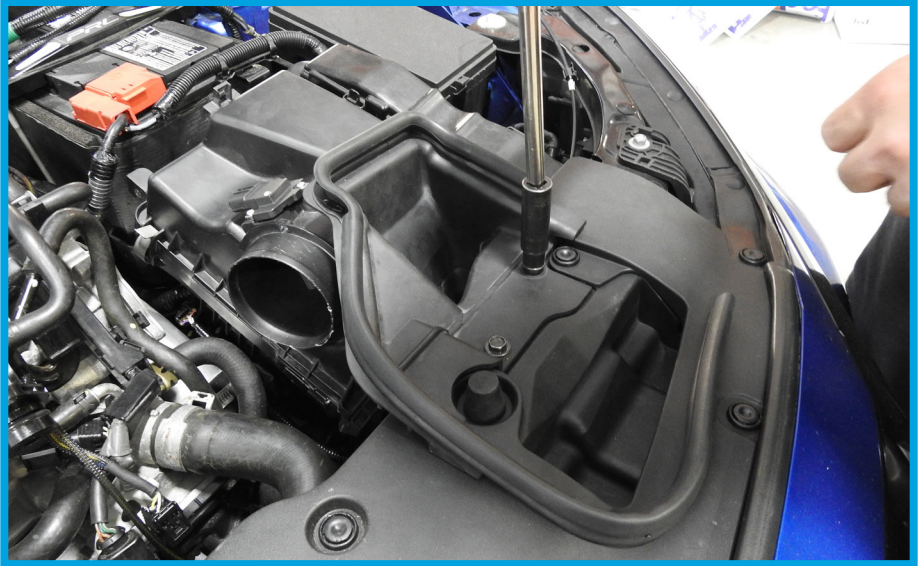
10. Remove the MAF sensor from the factory MAF housing with a Phillip's head.



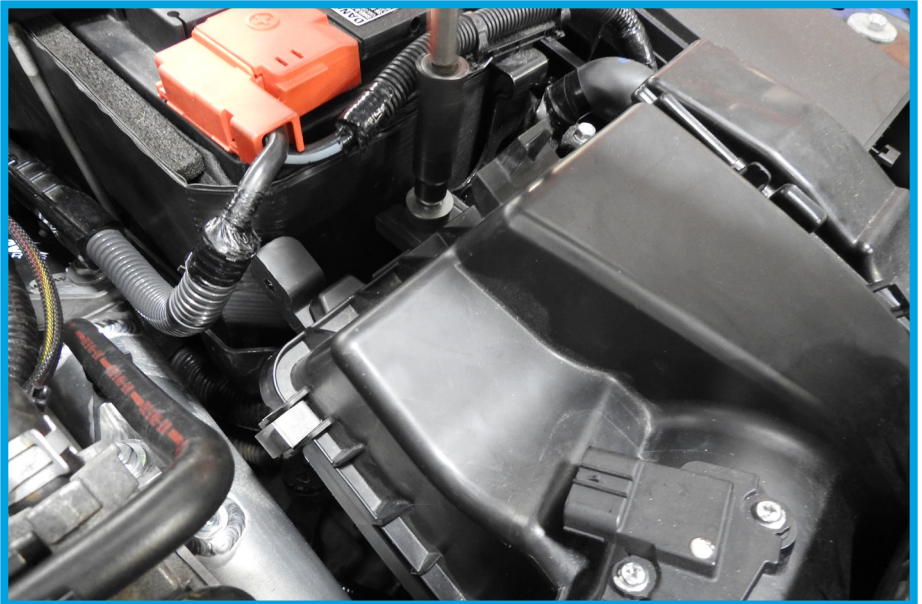
11. Carefully place the MAF sensor off to the side in a dry and clean location.



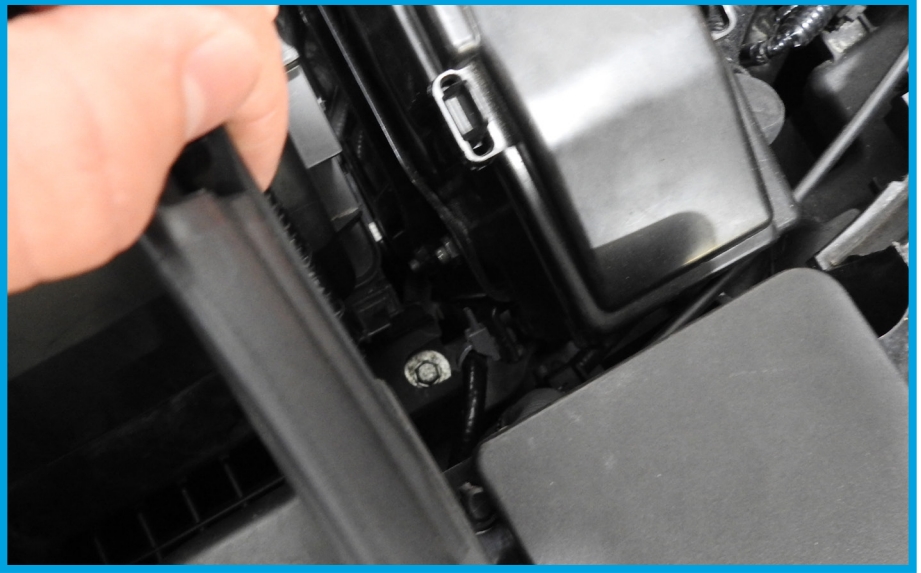
12. Remove the (2) 10mm bolts from the front of the air box.



13. Remove the (1) 10mm bolt located on the back of the air box that goes through the rubber mount next to the battery.



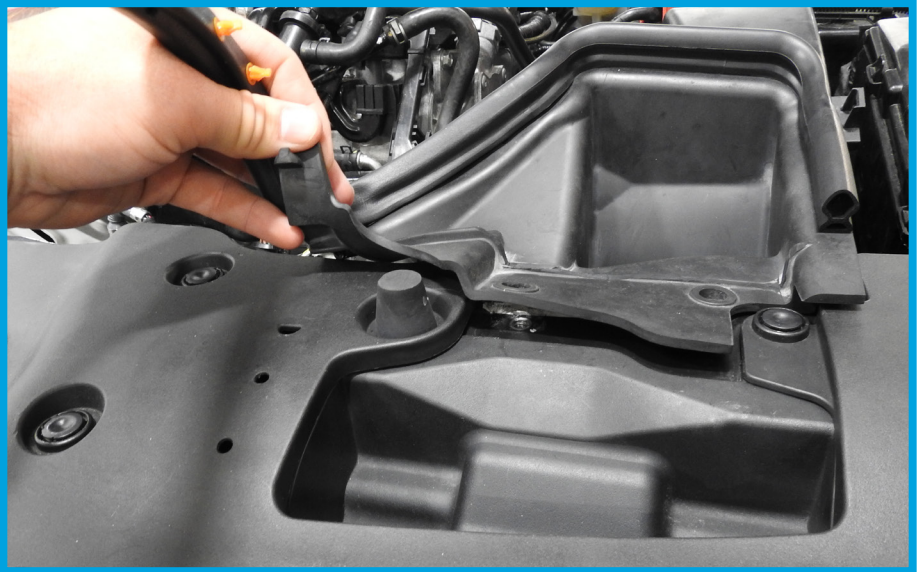
14. Remove the (1) 10mm bolt located between the ECU and the stock air box. At least a 12" extension will be needed to reach this bolt, it's a narrow space and located on the lower section of the engine bay.



15. Remove the air duct seal by releasing the plastic tabs. Typically this can be removed by pulling towards the left side of the detent tabs. A flathead screwdriver may be needed for leverage if this is problematic to release. Be careful to not tug or stretch on the air duct seal rubber.



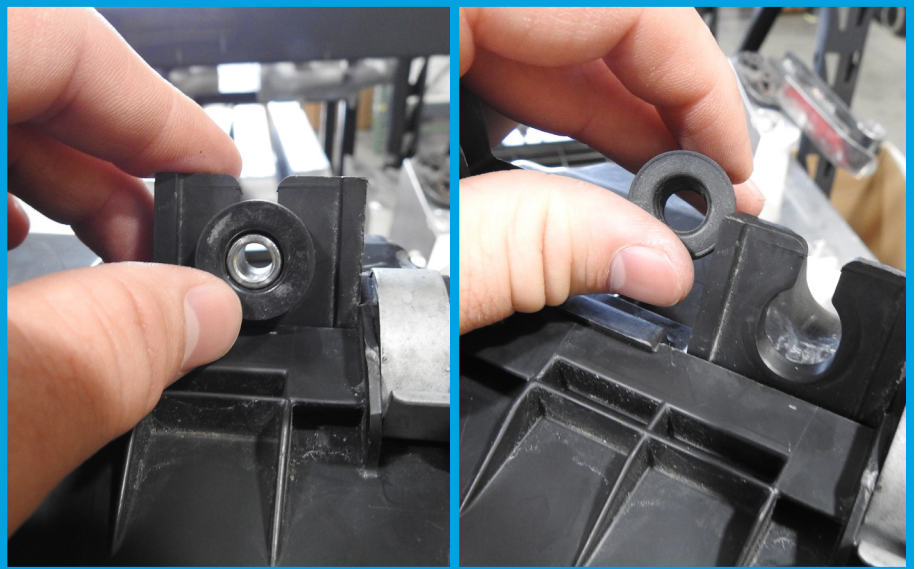
16. Lift up on the rubber tab on the air box seal using a flathead screwdriver. Make sure not to pry too hard to snap or crack the plastic.



17. Lift on the stock air box to remove the assembly from the engine bay. This may require a slight back and forth motion to release it from the rubber locator.



18. Remove the rubber mount on the back of the factory air box by pressing down to slide the metal sleeve located in the middle. The rubber grommet will then be able to be pressed out. This requires a little bit of force.



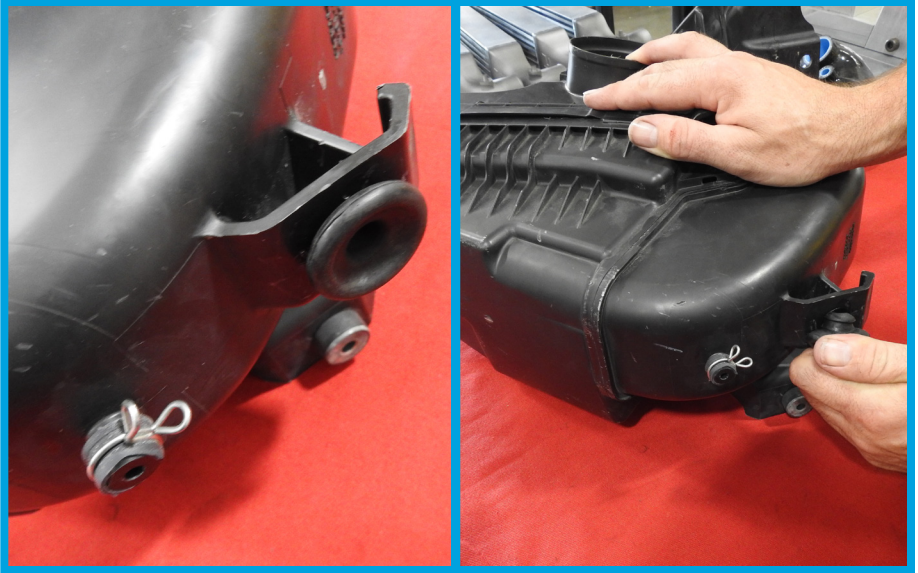
## Installing the PRL Motorsports High Volume Intake System:

19. Re-install this rubber grommet and sleeve from the stock air box into the PRL bracket the same orientation that it was in the stock air box application.

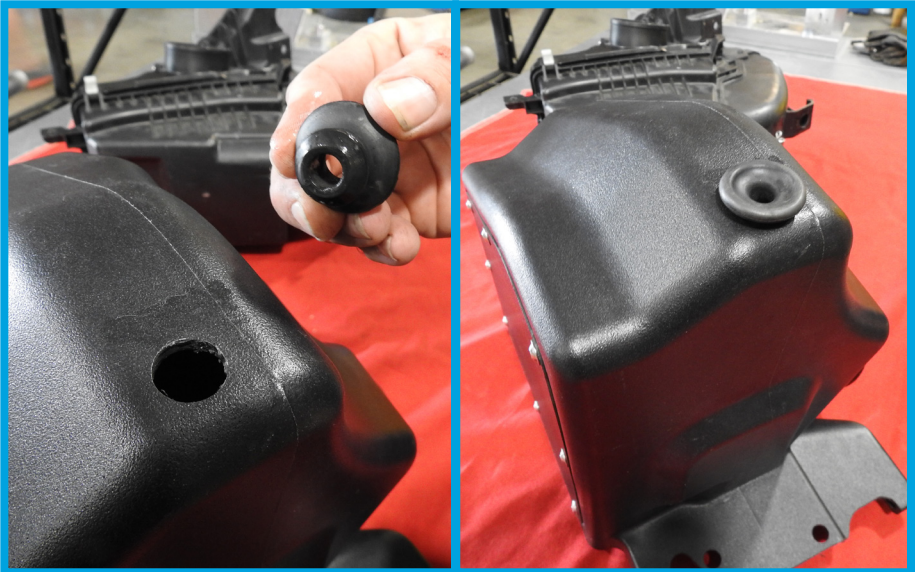




20. Remove the rubber locator grommet on the bottom of the stock air box. Use a flathead screwdriver to gently pry this grommet if necessary.

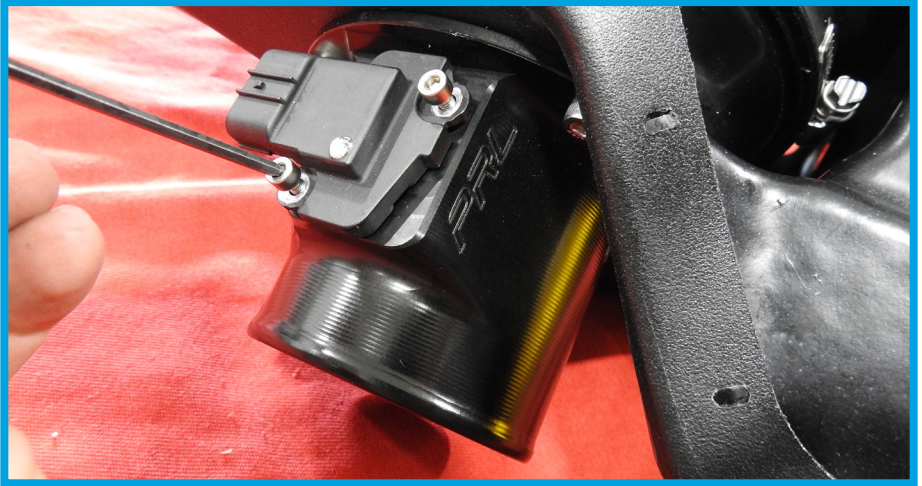


21. Re-install the rubber locator grommet on the bottom of the PRL HVI Air Box the same as it was removed from the stock air box. Lubricant can be used if necessary. If so, be sure to clean and dry up any excess.

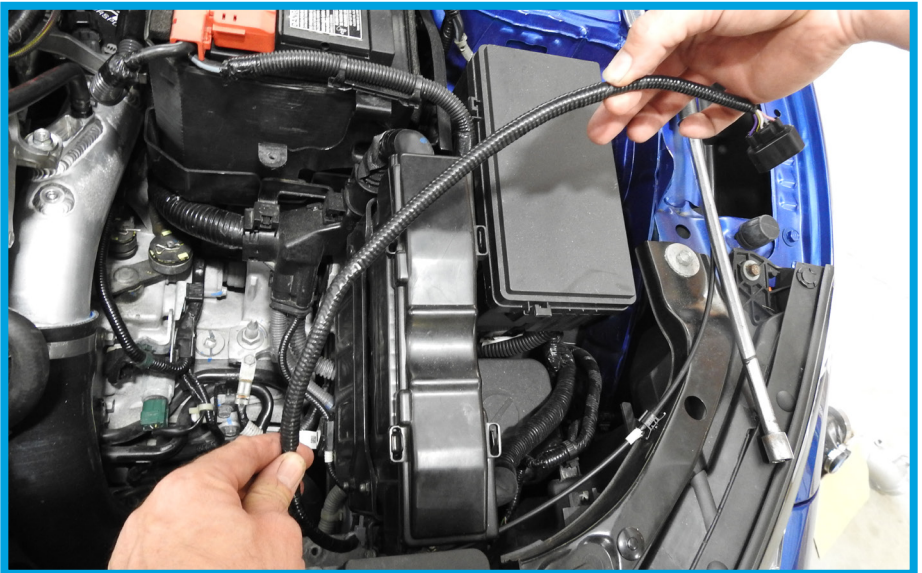


22. Install the MAF sensor into the PRL Billet MAF Housing using the (2) M4x8mm socket head cap screw bolts.

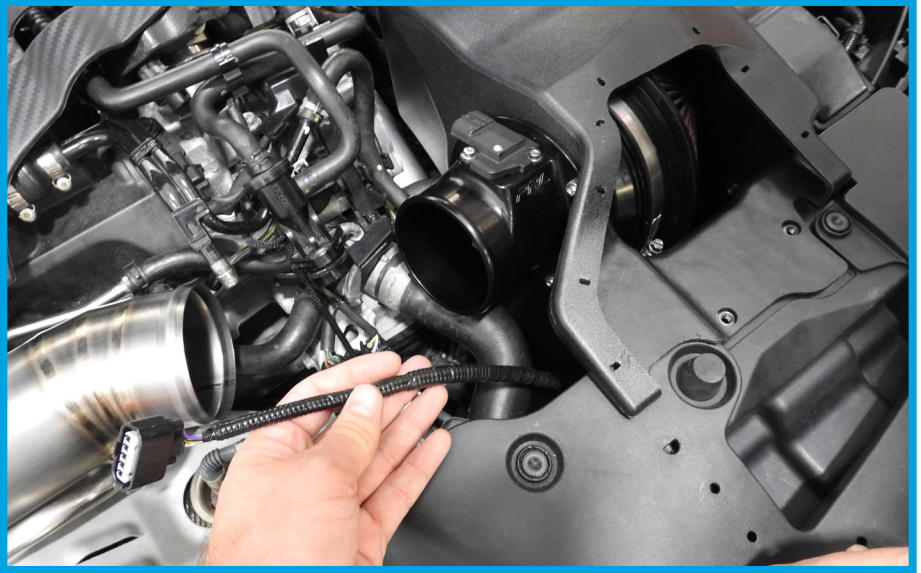
**\*\* RECOMMENDED TORQUE SPEC - 6 in/lbs \*\***



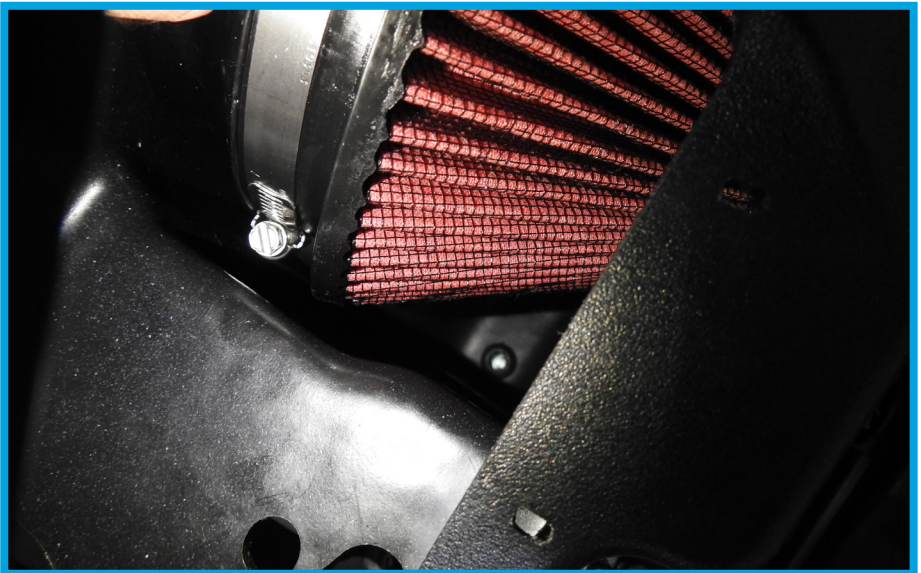
23. Take the supplied convoluted tubing and place it over the now exposed wires on the MAF sensor wiring harness. Wrap in electrical tape to make a weather tight seal to prevent potential issues in the future.



24. Route the MAF sensor wiring harness down towards the center of the engine bay as far as possible without putting tension on the harness.



25. Place the PRL HVI Air Box into the engine bay. Make sure to line up the bolt holes and align the lower locating grommet into place. Press down firmly to push the lower locating grommet into place.



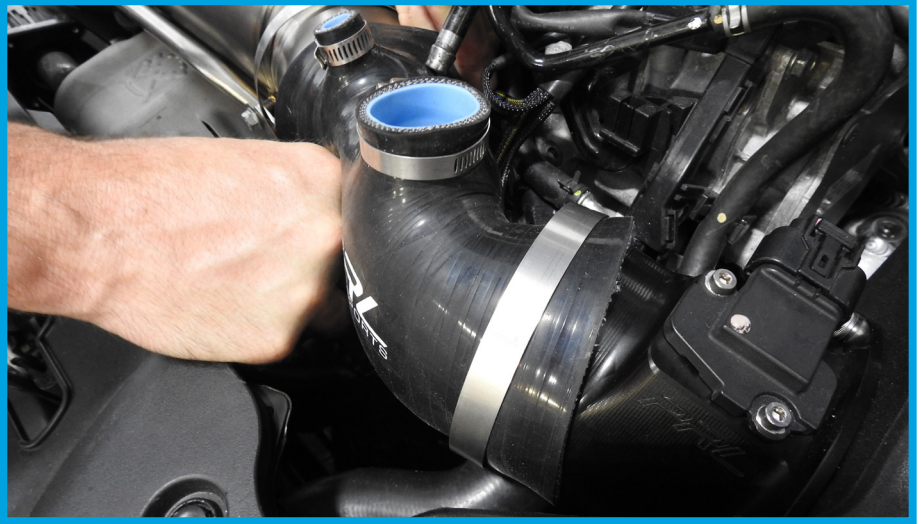
26. Plug the MAF sensor back into the harness.



27. Place the #44 worm clamp onto the turbocharger inlet pipe side first before installing the silicone inlet hose.



28. With the HVI Air Box still loosely installed and unbolted, attach the silicone inlet hose to the billet PRL MAF housing with the #52 worm clamp. Do not tighten the clamp yet, adjustments may need to be made for fitment sake.

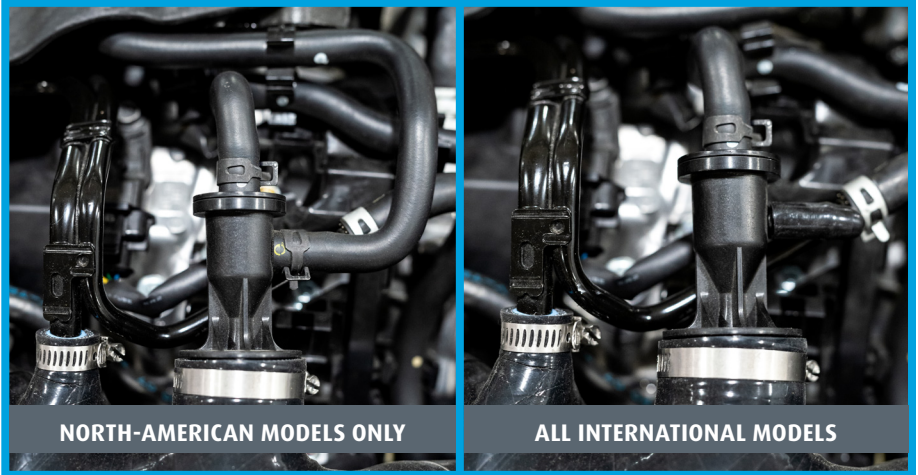


29. Place the small vacuum nipple into the silicone inlet hose. Slowly work the turbocharger inlet side of the silicone inlet hose onto the inlet pipe by pulling on the silicone. Slide the #44 worm clamp onto the silicone inlet hose.



30. Place the PRL EVAP Assembly (Ver. 2) into the silicone inlet hose. Attach the factory EVAP purge valve to the PRL EVAP Assembly. Intakes purchased before 2021 may have Version 1 of the EVAP assembly. Installation will vary slightly for that EVAP Assembly. Please contact support with any questions.

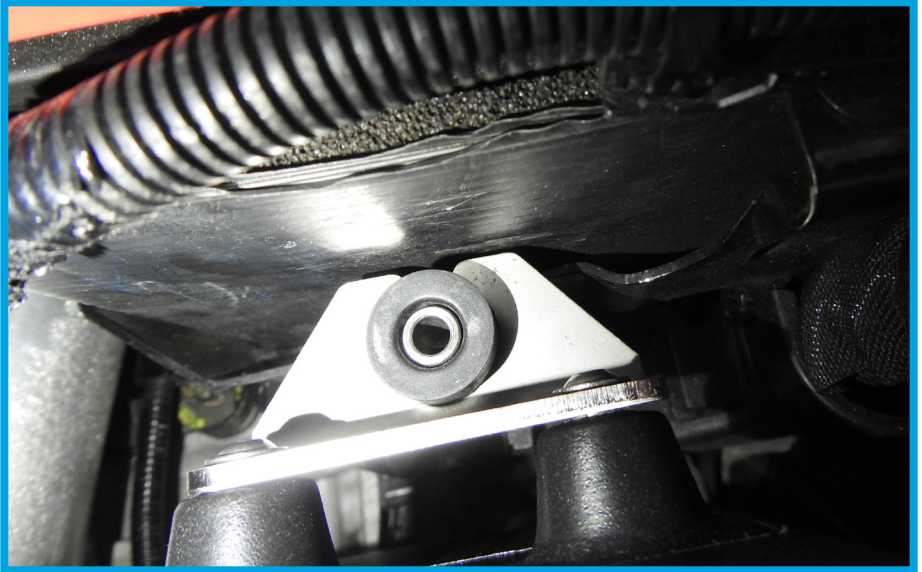
**FOR INTERNATIONAL OWNERS ONLY:** Place the small provided rubber cap onto the secondary inlet on the PRL EVAP PCV Assembly.



31. Rotate the PRL EVAP assembly as pictured to avoid part of the EVAP from rubbing the underside of the hood. If needed, you can slightly rotate the silicone inlet hose itself, and/or bend the hard lines out of the way for added clearance. Tighten the #8 and #20 worm clamps.



32. Align the rubber mount at the rear of the HVI Air Box with the mount hole on the chassis. Tighten down the factory (1) 10mm bolt.



33. Using the (2) Flush Dress-Up Hardware Bolts to replace the stock 10mm bolts, tighten them down to affix the front of the HVI Air Box. You can also utilize the factory shoulder bolts, if you would prefer.

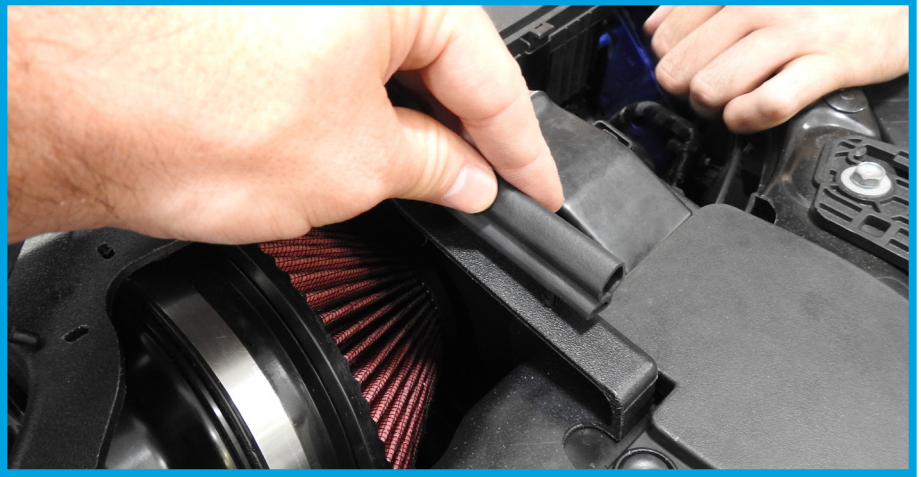


34. Using the long end of Allen wrench to ensure proper torque, tighten down the (2) M5x10mm flange bolts connecting the rear bracket to the HVI Air Box.

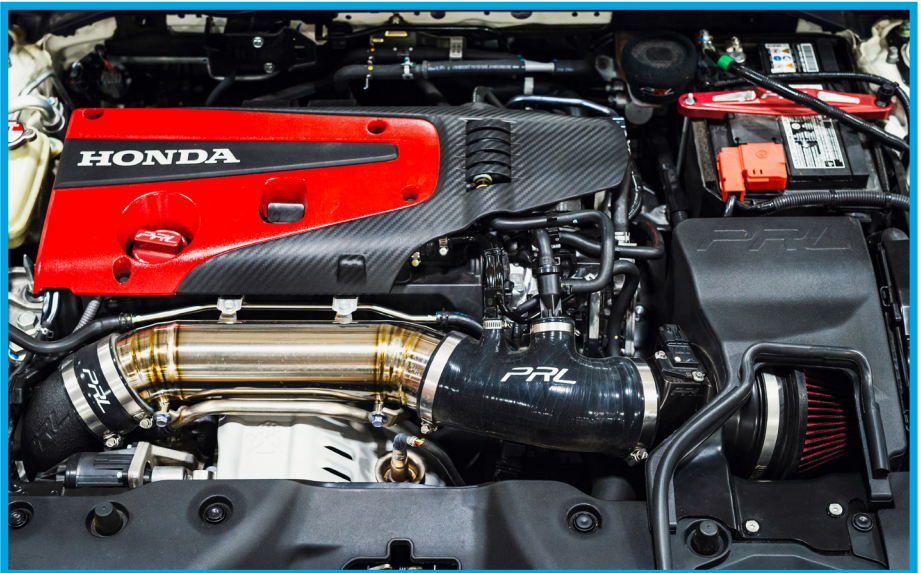




35. Attach the factory rubber air duct seal to the PRL HVI Air Box by pressing the clips into the slots. Start at one end, working towards the other making sure not to miss any connections, and that it is even and flush.



36. **DOUBLE CHECK ALL CONNECTIONS** ensuring everything is tight and sturdy. Address any necessary micro-adjustments on the final fitment, and to assess if there are any issues. Once everything is secure, reconnect the battery.



## Road Testing Your PRL High Volume Intake

1. Start the vehicle with the transmission in neutral and the emergency brake engaged. Assess to make sure of any possible issue(s) and then make any subsequent adjustments as they are needed.
2. Test drive the vehicle to ensure everything is in working order.
3. If after the road testing, everything is good to go, enjoy your PRL High Volume Intake system! Thank you for being apart of the #PRLARMY.

If you have any questions/concerns please reach out to us at:  
[support@PRLMotorsports.com](mailto:support@PRLMotorsports.com)

Please provide a full description of your issue, ideally with any pertinent images or video clips that can help our team address the issue.

Please note: All support tickets are addressed during business hours and in order of received.

As stated at the beginning of this guide, the Street Variant of the PRL High Volume Intake has been specifically designed to be 100% compatible with the factory ECU calibration. No tuning is required to benefit from the advertised gains and performance.

## Required Maintenance

PRL Motorsports thoroughly recommends visually inspecting the air filter screen inside the HVI at every oil change. It is required to clean the air filter element whenever the screen is no longer visible or at a 30,000 mile interval. When used in a higher dust/arid climate or varied terrain environments, the air filter will require cleaning more often. To clean and re-oil, our #2801 Filter Cleaning & Recharge kits can be purchased direct on our website, or via an authorized PRL Motorsports dealer.

## Filter Recharging Guide:

- 1. Pre-Cleaning:** Tap the filter or use canned air/compressor to remove any excess debris from the filter. Be careful to not damage the filter.
- 2. Apply Cleaner:** Spray the filter with the special cleaning solution provided in the kit and allow the solution to soak in for at least 15 minutes.
- 3. Rinsing:** Rinse the filter with warm water, clean side to dirty side to flush the dirt and debris outwards from the filter.
- 4. Drying:** Allow the filter to dry naturally. Try to avoid heat to prohibit any shrinkage that could occur in the cotton present in the filter.
- 5. Oil Application:** Re-oil the filter using the filter oil that is supplied in the kit. It is recommended to use a single spray per 2" of filter media. Do not over oil.



1400 RANDALL COURT - UNIT 104  
EXPORT, PENNSYLVANIA 15632

[www.PRLMotorsports.com](http://www.PRLMotorsports.com)

Follow Us!  
PRLMotorsports

