



## INSTALLATION GUIDE



HONDA CIVIC 1.5T (2022+)  
CHARGE PIPE KIT

# PRL INSTALLATION OVERVIEW

PRODUCT: PRL-HC11-CP PRL MOTORSPORTS CHARGE PIPE KIT

FITMENT: 2022+ Honda Civic 1.5L Turbo

INSTALLATION TIME: Approximately 1 hour

NOTE: THIS ITEM 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 (6 - 12" Length)

8mm Socket

10mm Socket

12mm Socket

Torque Wrench

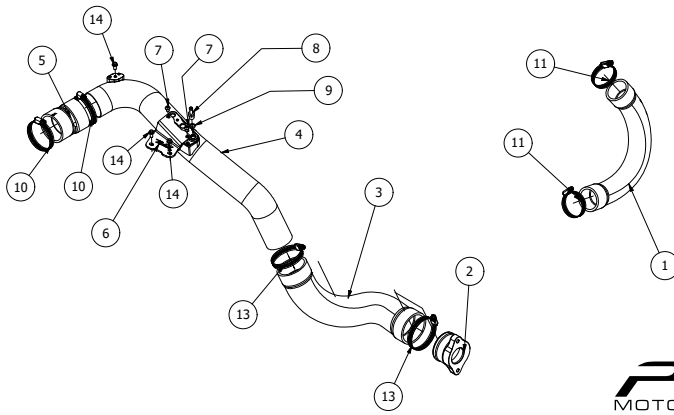
Needlenose Pliers

Phillips Head Screw Driver

Flat Head Screw Driver

Clip Removal Tool





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## COMPONENT LIST

#	PART #	QTY	DESCRIPTION
1	SIL-HC11-CP-HS1	1	Hot Side Silicone Hose
2	RAW-HC11-CP-ADP	1	2022+ Honda Civic Factory Intercooler Charge Pipe Adapter
3	SIL-HC11-CP-CS1	1	Lower Cold Side Silicone Hose
4	RAW-HC11-CP-P1-ASS	1	2022+ Honda Civic Upper Cold Side Hardpipe Assembly
5	SIL-HC11-CP-TB	1	Throttle Body Silicone Coupler
6	RAW-HC11-CP-BK-T1	1	2022+ Honda Civic Charge Pipe Sensor Flange Bracket
7	MCM-94500A236	2	Button Head Cap Screw M6x1x12 (Stainless)
8	FRA-4841014-BL	1	1/4" Hose Barb to 4an
9	FRA-999109	1	4an O-Ring
10	IFE-GS-60-80-12	4	IFE 60-80-12 Hose Clamp(Stainless)
11	IFE-GS-40-60-12	2	IFE 40-60-12 Hose Clamp (Stainless)
12	BOLT-M6x1x12-FB	3	Flange Bolt M6x1x12 (Stainless)

## 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 Charge Pipe Kit:

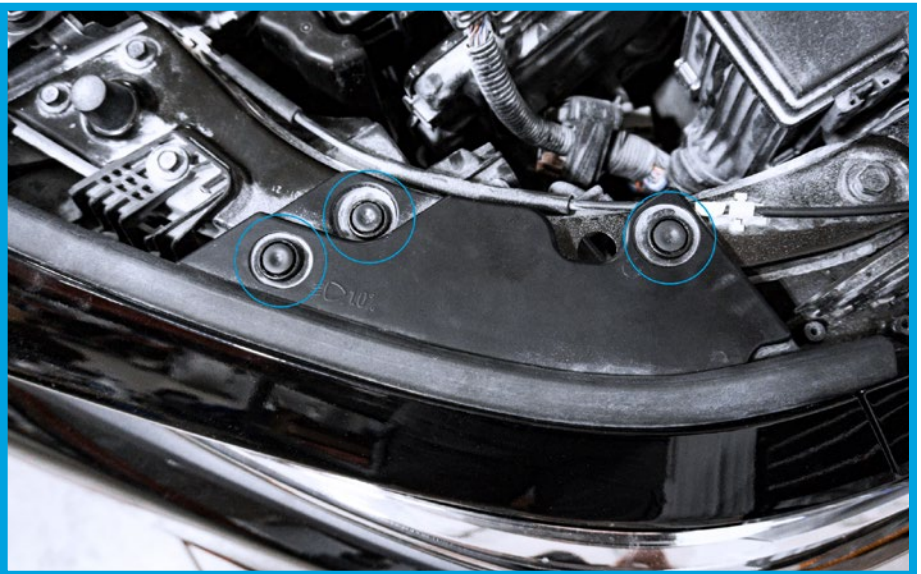
2. Set on even, clean surface to ensure to not damage the components while removing the front bumper. Reference the parts list and ensure all components are enclosed. If something is missing, please contact PRL Customer Support.

3. The front bumper of the car will need to be removed to access the factory intercooler connections. to the charge pipes, as well if you are also removing the factory intercooler as this time as well.

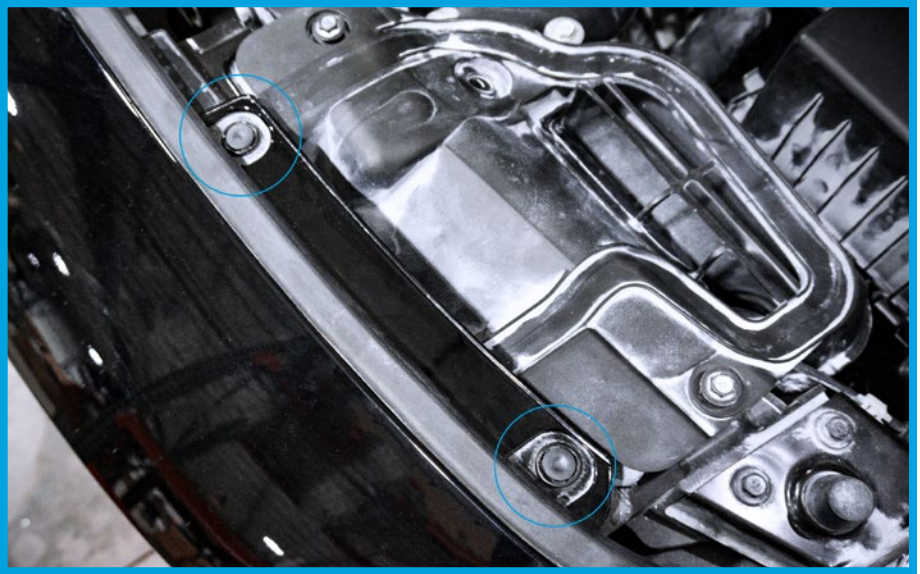
4. OPTIONAL, BUT RECOMMENDED: To protect your vehicle from damage while removing the front bumper, wrap a shop towel around your hood latch and tape off the edge of the front fender and headlight assembly.



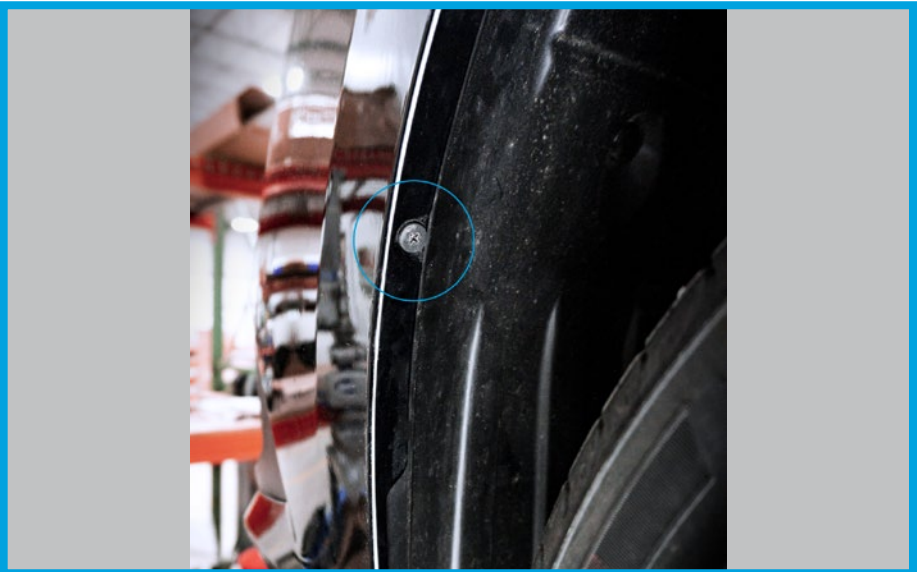
5. Remove the (3) bumper clips above each headlight. You can utilize a flathead screwdriver, or a clip removal tool. Be sure to not damage the clips during this process. If any are snapped, visit your local Honda dealer for replacements.



6. Remove the (2) bumper clips to the inside of the headlight.



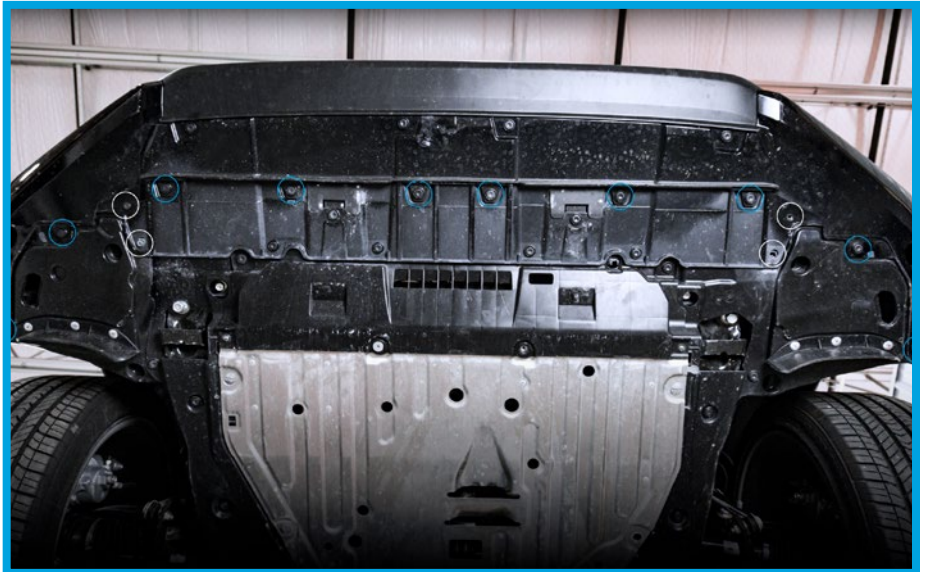
7. Remove the (1) lower Phillips head screw inside each of the wheel well arches. This holds the bumper to the fender liners.



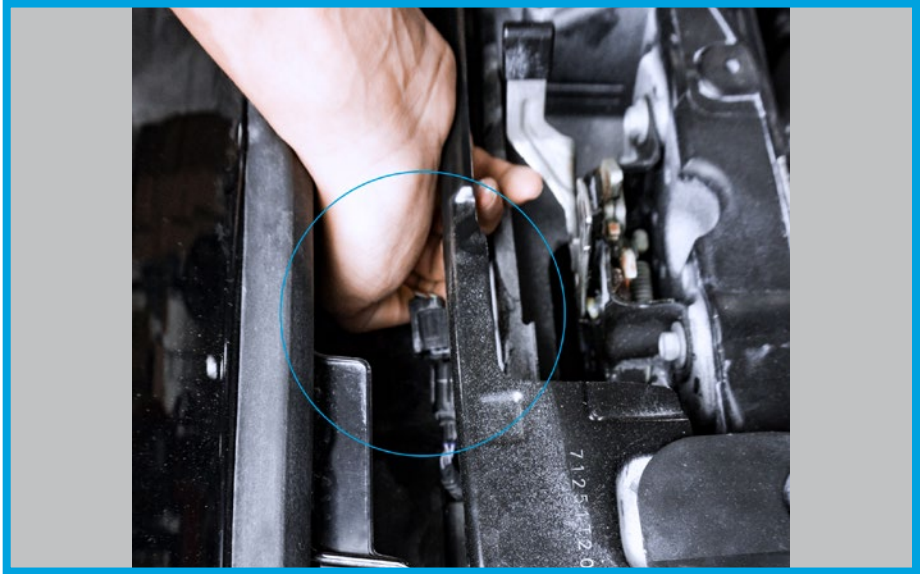
8. Remove the (1) upper Phillips head screw inside each of the wheel well arches. It is located above the circled clip, where the bumper and fender connect.



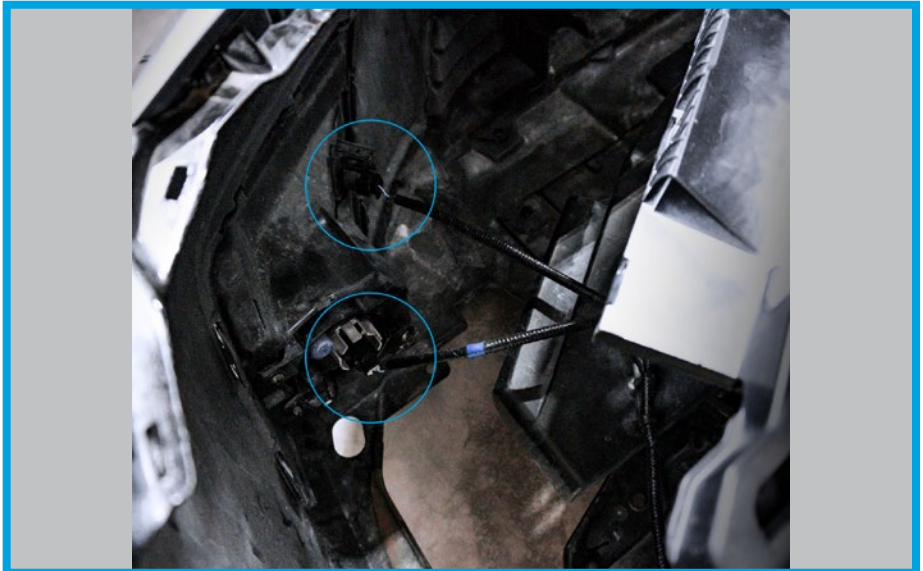
9. On the underside remove (10) bumper clips along the front section. They are circled in blue in the image below. There are (1) 10mm shoulder bolts and (1) Phillips head screws per side. They are circled in white in the image below.



10. Before fully removing the bumper, unclip the top harness which is above the Honda badge, near the hood latch. This will need reconnected when putting the bumper back on after the installation is complete.



11. Unclip the fog light harness and sensor harness on each side of the bumper before fully pulling the bumper away from the car. These will need reconnected when putting the bumper back on after the installation is complete.

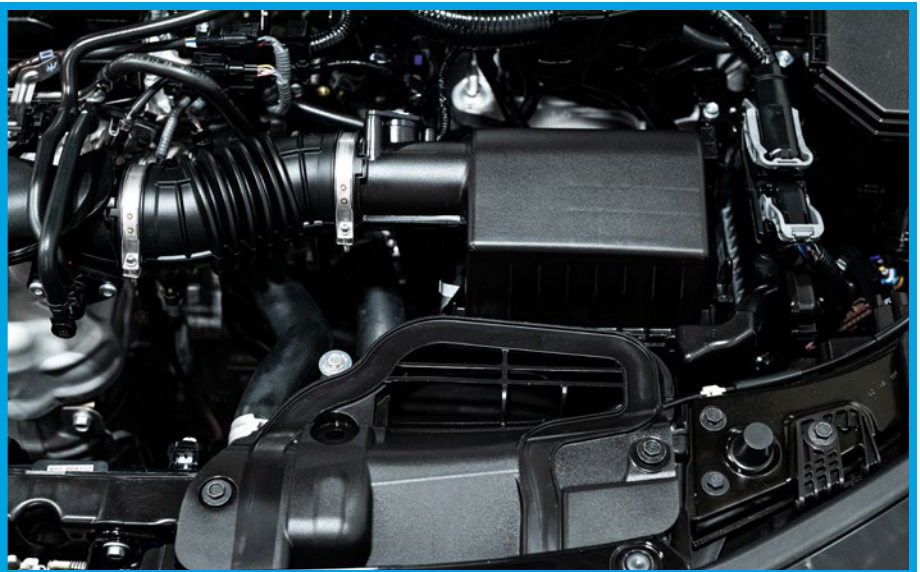




12. After fully pulling the bumper away from the car, place on a flat, covered surface to avoid scratching the bumper.



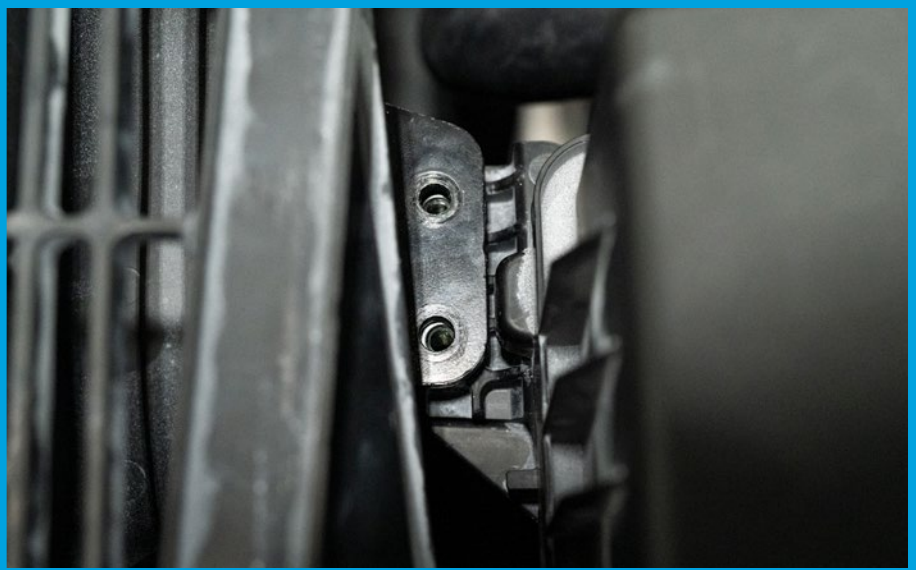
13. The factory airbox has to be removed to access the factory charge pipes. There are (4) 10mm bolts holding it into place.



14. You will need to remove the (1) factory clamp holding the corrugated hose to the factory airbox. This removal process is very similar with a PRL intake system.



15. You will need to remove the (2) 10mm factory bolts that hold the air duct to the factory airbox.





18. Unclip the two heater hoses from the factory bracket that holds them into place. This is located next to the left of the battery.



19. Remove the (1) flat head screw that holds the factory charge pipe to the throttle body.



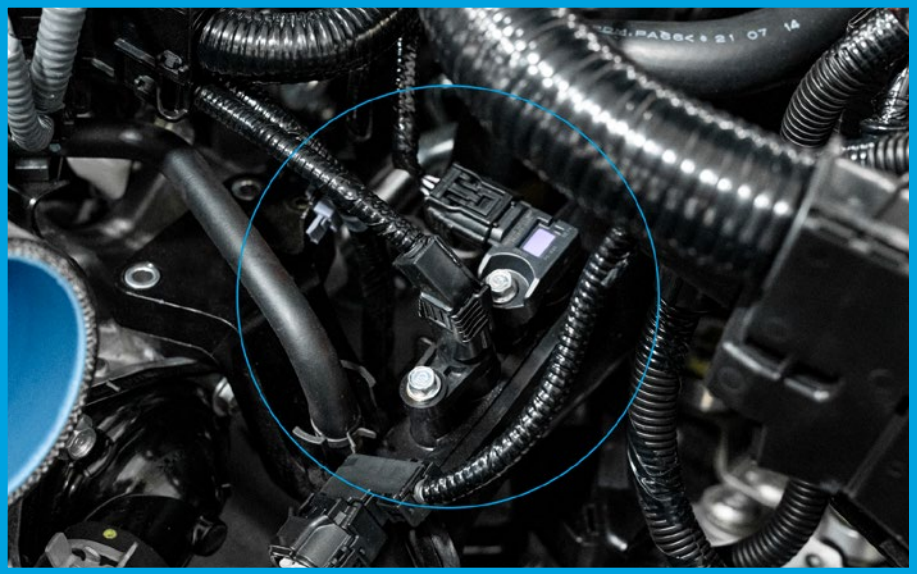
20. Remove the (1) 10mm factory bolt from the factory bracket the holds the heater hose. This bracket is reused, the factory bolt is not.



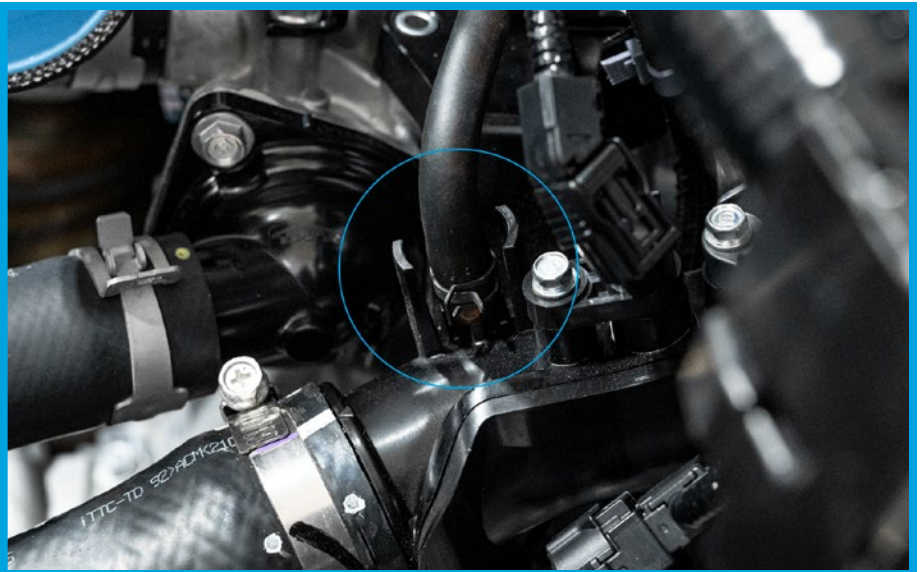
21. Remove the (2) 10mm factory bolts from the bracket that holds the factory hardpipe to the engine block. Remove the (1) 10mm factory bolt holding the small bracket that is clipped to the harness. These factory bolts are not reused.



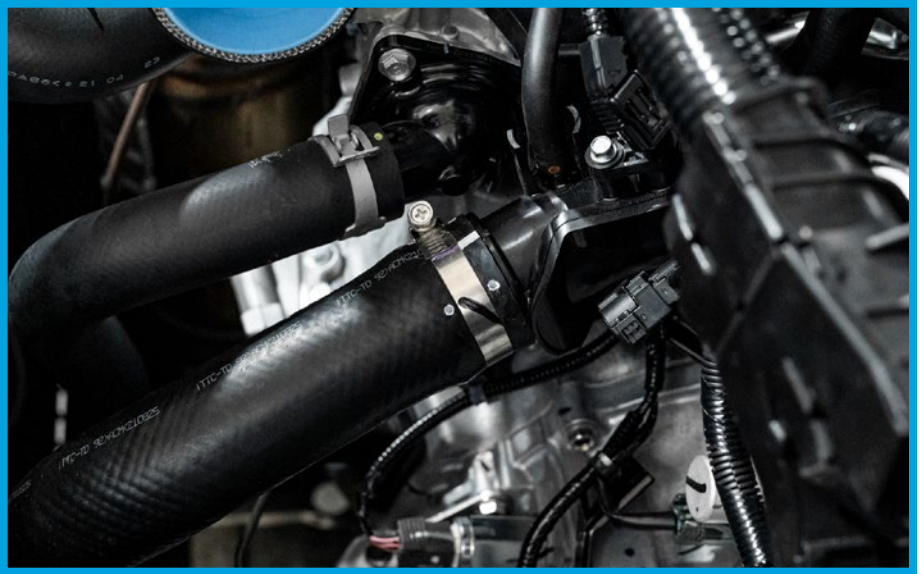
22. Remove the MAP sensor and IAT sensor from the factory hardpipe. These are both clipped into the factory hardpipe, be careful to not damage them.



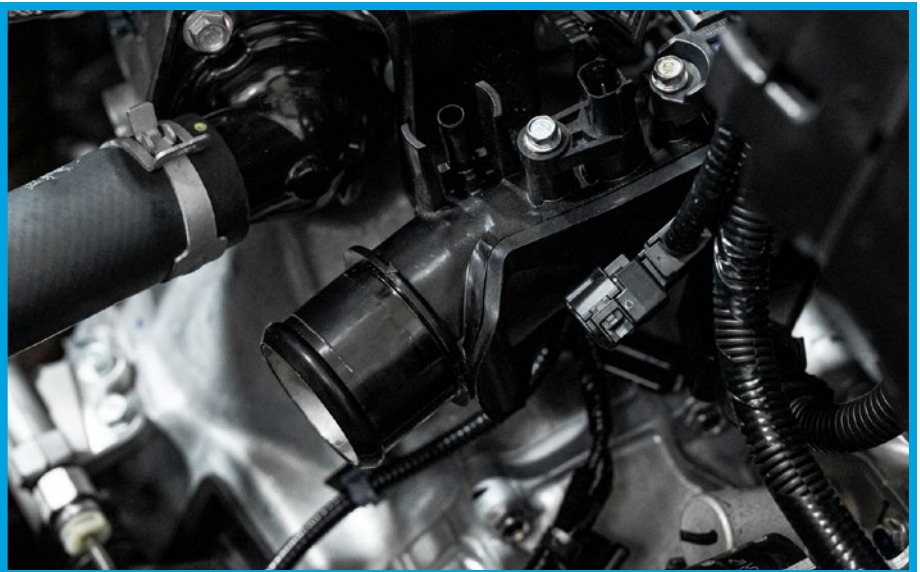
23. Using a pair of needlenose pliers, pinch the factory clamp holding the EVAP line to the factory hard pipe. Move this line and the sensors out of the way.



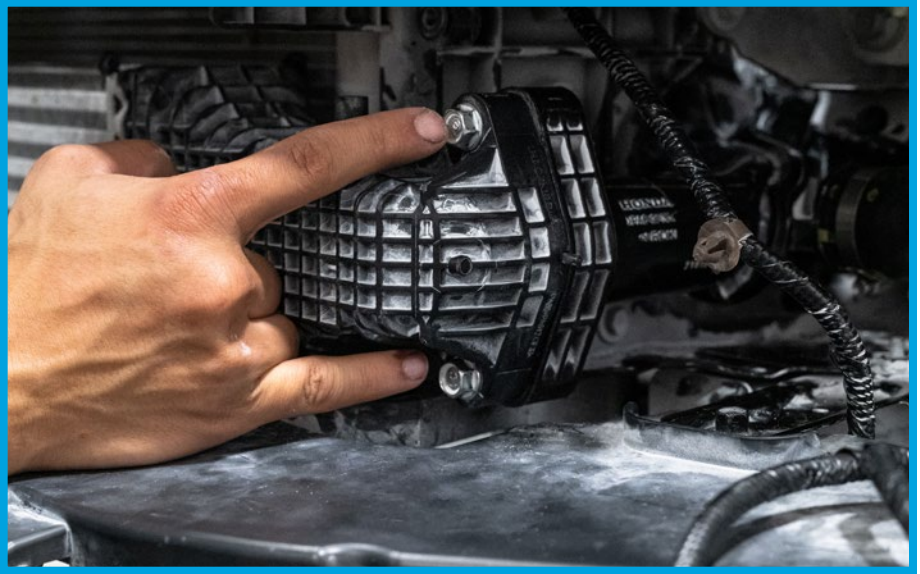
24. Using a Philips head, loosen the factory clamp holding the lower hose to the bottom of the factory charge pipe. This clamp and hose will not be re-used.



25. Pull the factory hose from the bottom of the factory hardpipe. You will then need to fully disconnect it from the intercooler to fully remove this hose.

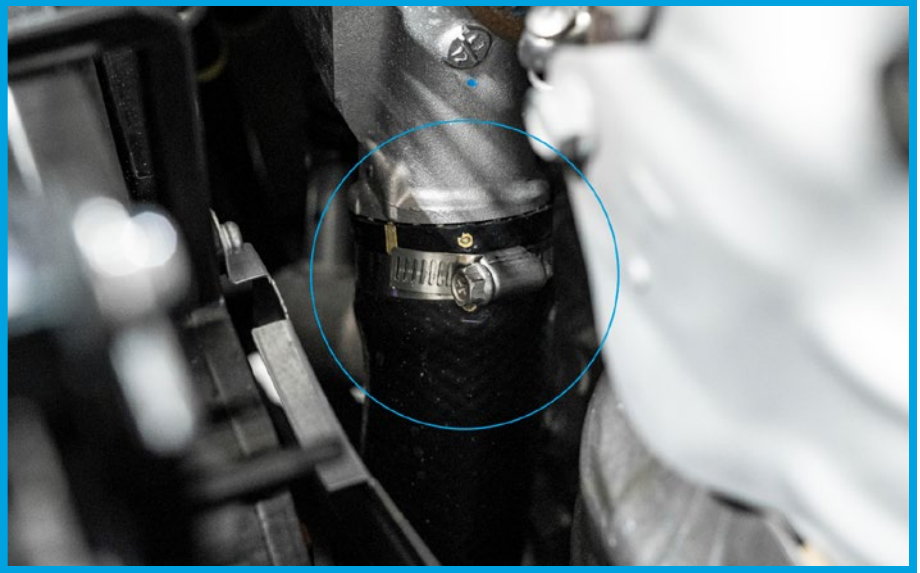


26. Remove the (2) 10mm factory bolts from each of the factory charge pipe connections to remove them from the intercooler. If you are also installing a PRL Intercooler, this is where you would begin installation for the intercooler. For full PRL Intercooler installation guidance, refer to the PRL Intercooler Install Guide.





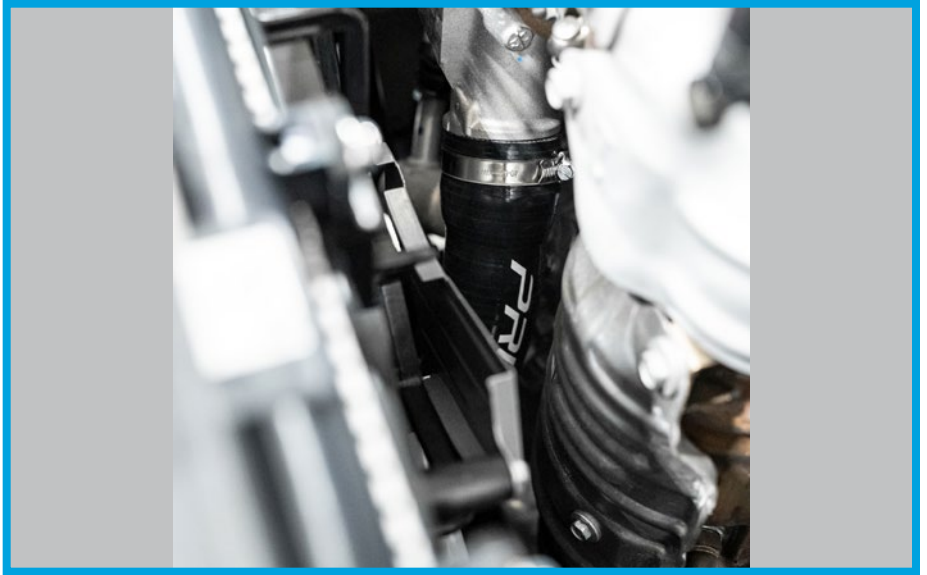
27. Using a Philips head, loosen the factory hose clamp on the hot side hose attached to the turbo. This clamp and hose will not be re-used.



28. Remove the factory intercooler charge pipe connectors fully and remove the factory rubber hoses from each. Starting with the hot side, install the PRL Silicone hose with the IFE 40-60-12 Hose Clamps. You will use the factory charge pipe connector on the hot side ONLY. Use the PRL adapter on the other.



29. Tighten down the connector side clamp, and then install the hot side PRL Silicone onto the turbo. Tighten down the other clamp fully at this time.



30. Remove the MAP sensor and the IAT sensor from the factory hardpipe. There is (8) 10mm factory bolt holding each into place in the hardpipe.



31. Install the MAP sensor and IAT sensor with the (1) 10mm factory bolt into the hardpipe. The 1/4" Hose Barb to 4an comes pre-installed in the the last hole in the hardpipe.



32. Install the PRL Throttle Body Silicone Coupler to the throttle body. Tighten the (1) IFE 60-80-12 hose clamp on the coupler, affixing it to the throttle body.



33. Work the PRL hardpipe into position and it is angled correctly out of the throttle body and tighten down the other clamp down.



34. Replace the factory heater hose bracket into the PRL hardpipe using (1) of the provided M6 Flange Bolts. Do not clip the hoses back into place until the end.



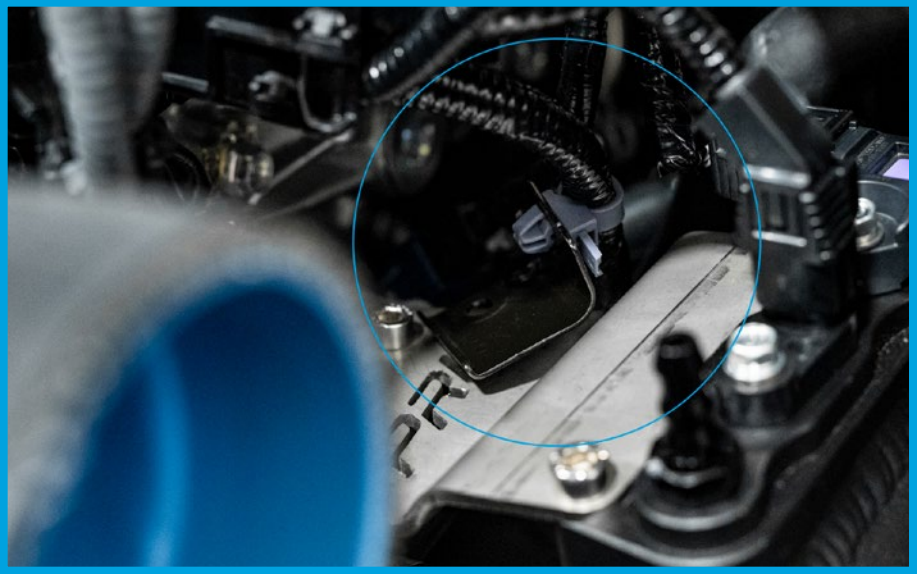
35. Now affix the PRL Sensor Flange Bracket to the PRL hardpipe, using the (2) M6 Button Head Cap Screws



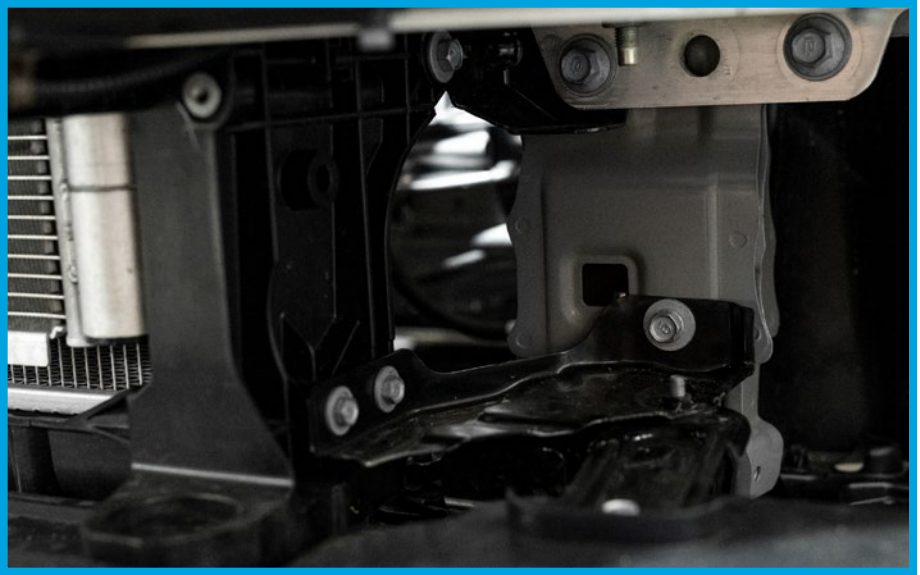
36. Bolt the PRL hardpipe to it's mounting points using the (2) remaining M6 Flange Bolts provided.



37. Remove this small bracket from the the blue factory clip that holds it on the harness. It is not necessary and should be removed.



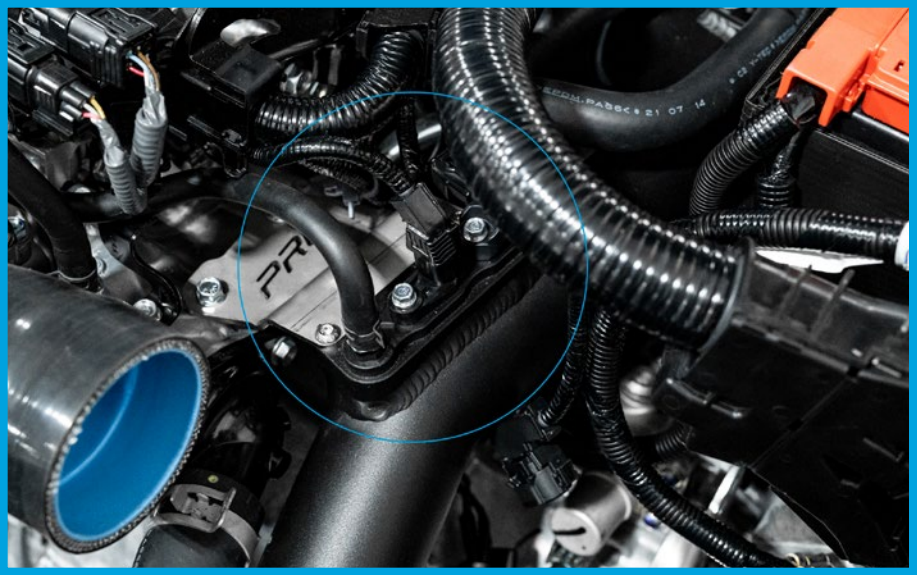
38. Snake the PRL Lower Cold Side Silicone through the space and align it with the PRL hardpipe. You may need to apply pressure to get the hardpipe adjusted.



39. Once the hardpipe and lower silicone are aligned, tighten down the hose clamp affixing the silicone to the hardpipe.



40. Clip the MAP and IAT sensor into their appropriate mounts in the hardpipe, and place the EVAP hose on the fitting and put the factory clamp in place.



41. Clip the heater hoses into place in the factory bracket that is mounted into the PRL hardpipe.





42. Fit the PRL Stock Intercooler Charge Pipe Adapter into the lower side silicone. Make sure the o-rings are properly seated. Bolt the charge pipes to either the factory intercooler or the PRL Intercooler using the (2) factory bolts.



43. If you have PRL High Volume Intecooler Outlet, you WILL NOT use the intercooler adapter. You will place the Intercooler Outlet directly into the lower cold side silicone.



44. If you are installing the PRL Intercooler, you will also have to flip the ambient air temperature sensor to face outward, as it will not clear with the PRL intercooler installed. This isn't necessary with the factory intercooler.



45. Ensure that all factory connections are torqued down and all sensors have been re-connected. Your charge pipe kit installation is complete! Complete the bumper removal steps in reverse order to reinstall the front bumper.



## Road Testing Your PRL Charge Pipe Kit

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 Charge Pipe Kit! Thank you for being a part 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 PRL Charge Pipe Kit 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. Our charge pipe upgrade kit utilizes a smooth flowing, larger inner diameter cold-side charge pipe (1.25" factory compared to 2.5") for increased airflow and factory diameter hot-side outlet to aid in turbocharger spool. Our kit reduces heat soak and has better strength and rigidity than factory components.

## Required Maintenance

PRL Motorsports thoroughly recommends visually inspecting your products during any routine maintenance like oil changes, tire rotations, and filter changes or cleanings. Please make sure to check your connections on all mounted parts periodically to ensure that they have not come loose over time.



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