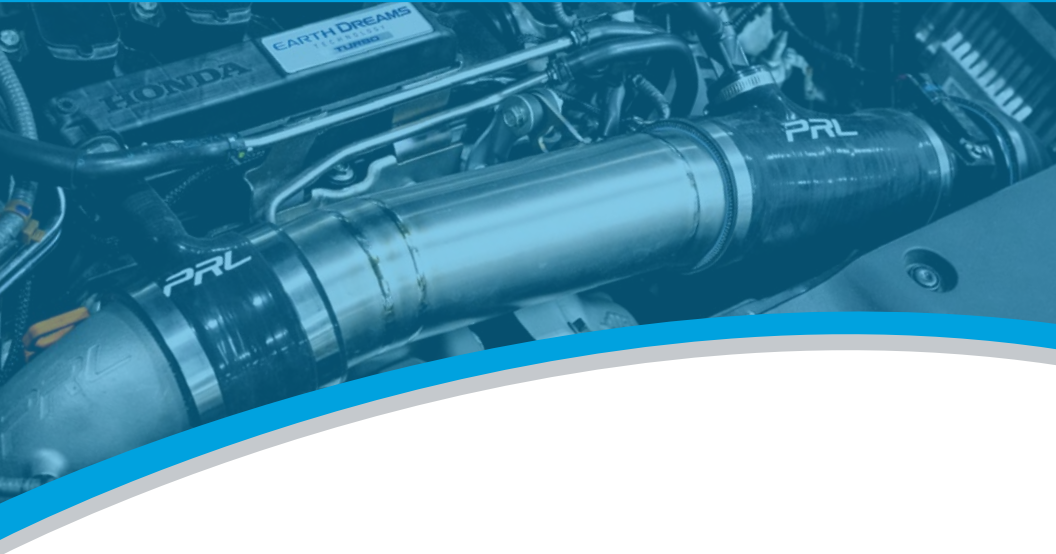




INSTALLATION GUIDE



HONDA CIVIC 1.5T (2016-2021)
TITANIUM TURBO INLET PIPE

PRL INSTALLATION OVERVIEW

PRODUCT: PRL-HC10-INT-TIP PRL MOTORSPORTS TURBO INLET PIPE

FITMENT: 2016 - 2021 Honda Civic 1.5L Turbo

INSTALLATION TIME: Approximately 2 hours

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. 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.

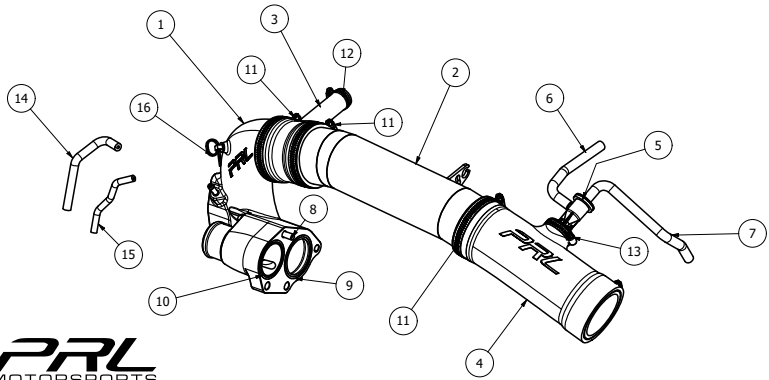
This is a Race Only product that is to be used solely for competition, it cannot be used on vehicles that are operated on public streets, roads or highways. Its use is limited to closed-course and open-course racing that is formally sanctioned by a recognized racing organization. Any other use including 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 (3" & 6" Length)
10mm Socket
12mm Socket
12mm Deep-Well Socket
12mm Shallow Socket
Torque Wrench
Pliers
Phillips Head Screw Driver
Flat Head Screw Driver





COMPONENT LIST

#	PART #	QTY	DESCRIPTION
1	RAW-HC10-INT-TIP-CAST	1	2016-2021 Honda Civic 1.5T Turbo Inlet Casting
2	RAW-HC10-INT-TIP-TITANIUM	1	2016-2021 Honda Civic 1.5T Turbo Inlet Titanium Tube
3	SIL-HC10-INT-TIP-UNI	1	2016-2021 Honda Civic 1.5 Silicone Connector
4	SIL-HC10-INT-TIP-(A OR B)	1	2016-2021 Honda Civic 1.5T Turbo Inlet Silicone (Street or Race)
5	RAW-HCR-INT-EVAP-ASS	1	2017-2021 Honda Civic Type-R EVAP Fitting Assembly
6	SIL-HC10-INT-TIP-EVAP-B	1	2016-2021 Honda Civic 1.5T Turbo Inlet Vacuum Hardware
7	SIL-HC10-INT-TIP-EVAP-A	1	2016-2021 Honda Civic 1.5T Turbo Inlet EVAP Boost Hose
8	BOLT-M8x1.25x80-FB	1	Flange Bolt M8x1.25x80mm 10.9 (Zinc)
9	MCM-9452K145	1	O-Ring Buna-N - 139
10	MCM-9452K141	1	O-Ring Buna-N - 135
11	BRZ-CLAMP-9448	3	9448 - #48 Hose Clamp (Stainless)
12	BRZ-CLAMP-3810	1	3810 - #10 Mini Clamp (Stainless)
13	BRZ-CLAMP-3820	1	3820 - #20 Mini Clamp (Stainless)
14	SIL-HC10-INT-TIP-BOV-SOL	1	2016-2021 Honda Civic 1.5T Turbo Inlet BOV Solenoid Hose
15	SIL-HC10-INT-TIP-BOV-VALVE	1	2016-2021 Honda Civic 1.5T Turbo Inlet BOV Solenoid Hose
16	1436-2284-ND	1	Cable Tie 1PC Lock (Black) 50lbs - 8.27" Fir Tree
17	MCM-6448K97	1	Chemical-Resistant Caps for 9/32" OD (INTERNATIONAL ONLY)

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 Turbo Inlet Pipe:

2. Set on even, clean surface to ensure to not scratch the inlet pipe while prepping the engine bay. Reference the parts list and ensure all components are enclosed. If something is missing, please contact PRL Customer Support.

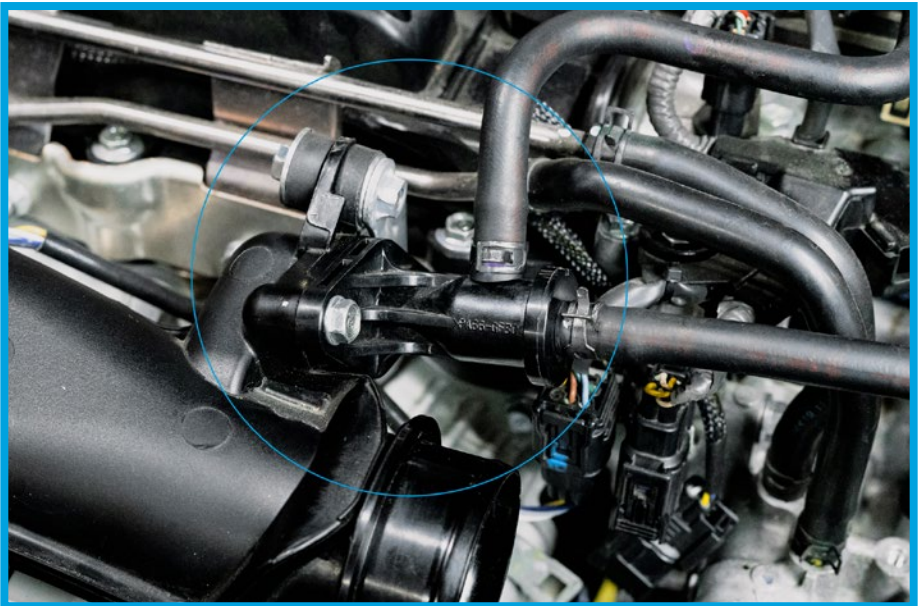
3. Please handle the titanium carefully, as oils from skin can mark the surface, and if not cleaned properly any marks can become burned into the surface of the material when the car is turned on and heat is applied to the titanium. We advise wearing gloves any time the titanium is being handled. Glass cleaner is very effective at cleaning the surface of the titanium inlet pipe.

4. Remove upper radiator shroud. The stock inlet is difficult to remove with this still on, as well as freeing up more room to work in the engine bay. Remove (9) plastic rivets using either (2) flathead screwdrivers or Honda Rivet Removal tool.

OPTIONAL: Remove upper radiator support. Remove the (2) 12mm bolts. Unclip the coolant overflow & the AC line from their mount and then gently lift the rad support upward and swing it towards the driver side of the vehicle. The hood-latch still should be attached. This step is only necessary if you are having trouble undoing the (3) bolts on the stock inlet.

5. Begin removal of stock inlet pipe. Remove the intake hose from the factory inlet. This will be either the factory hose or the PRL Silicone hose. If you do not already have our PRL Cobra or Short Ram Intake, please see their instructions for removal of factory intake setup. NOTE: This product is ONLY compatible with either PRL Intake Systems. It WILL NOT mount to the factory intake.

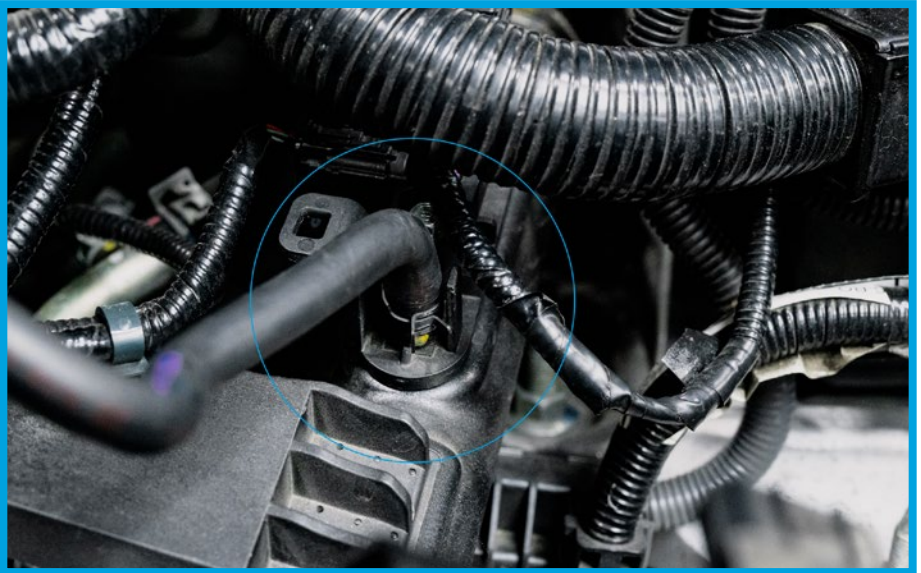
6. Disconnect the factory EVAP connection by removing (2) 10mm bolts.



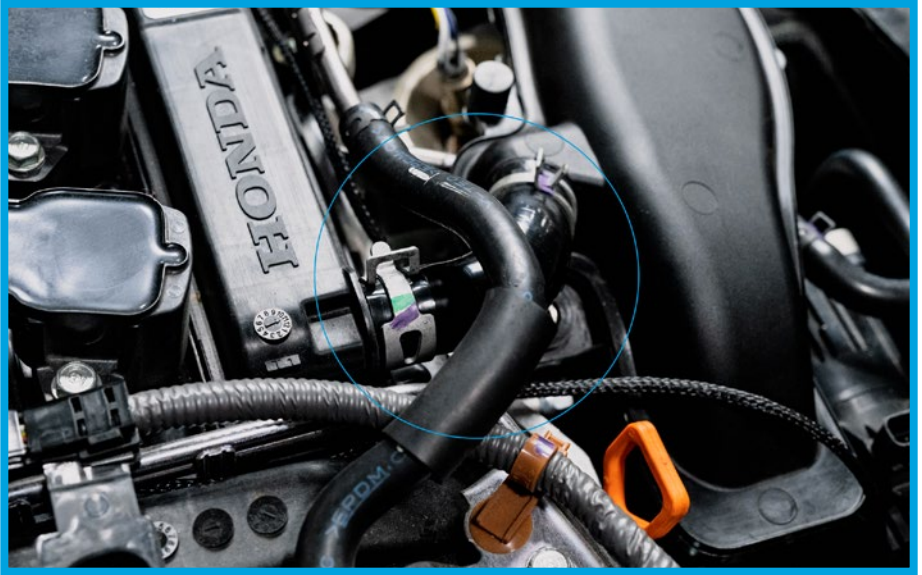
7. Remove the EVAP assembly lines, and utilize the PRL supplied lines. The (4) factory clamps will be reused for the PRL lines. Use pliers to squeeze the clamps to easily remove them.



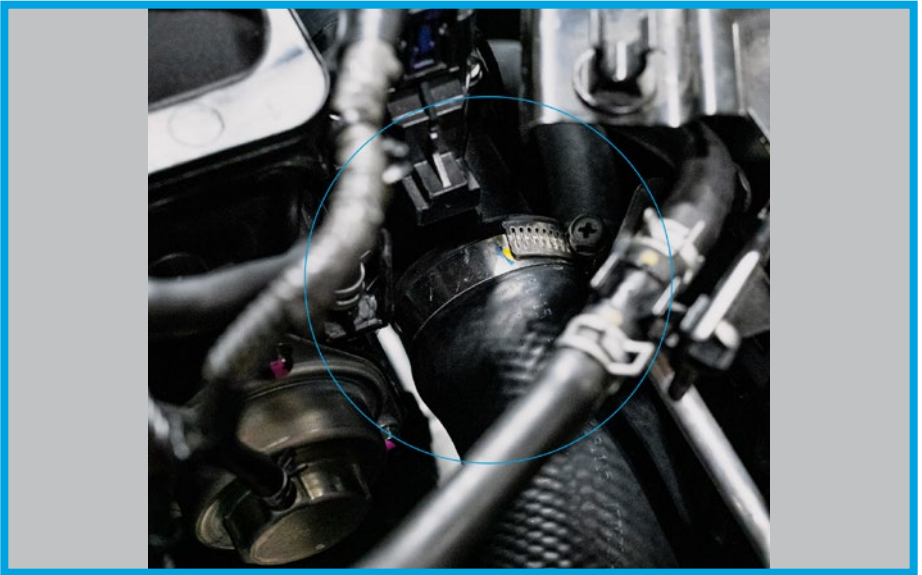
PLEASE NOTE: The below vacuum line is not present and is not used on INTERNATIONAL MODELS ONLY. A cap for the EVAP Assembly is provided.



8. Remove the valve cover breather hose. Use the pliers to remove the (2) factory clamps holding the hose. These will not be reused.



9. Disconnect the compressor outlet hose. Loosen the (1) factory worm clamp with a Phillips head screwdriver. Tuck the hose out of the way towards the fender.



10. Disconnect the wastegate actuator harness. Depress the tab and pull the wiring assembly from the bracket towards the passenger fender.

11. Remove the factory wastegate harness holder. This is held in place by (1) 10mm bolt. Remove the harness from the plastic with a flathead screwdriver.

12. After carefully removing the harness from the holder, apply an even layer of electrical tape to the harness, as it is now exposed.

13. If you have not already done so from the optional upper rad support removal step; unseat the coolant and AC line from the plastic holder. This will allow maneuvering under the lines for removal and installation of the inlet easier.

14. Remove the (1) 10mm bolt from the coolant & AC line mount. This will allow maneuvering under the lines for removal and installation of the inlet easier.



15. Remove (2) factory vacuum lines. Reuse (4) factory clamps on the provided PRL vacuum lines. Use pliers to squeeze the clamps to easily remove them.



16. Remove (1) 12mm bolt in the factory inlet located under valve cover breather hose location. This factory bolt is reused for the PRL Turbo Inlet.



17. Remove (1) 12mm bolt located next to the EVAP assembly. This factory bolt, mounting grommet and washer will be reused with the PRL Inlet Pipe.

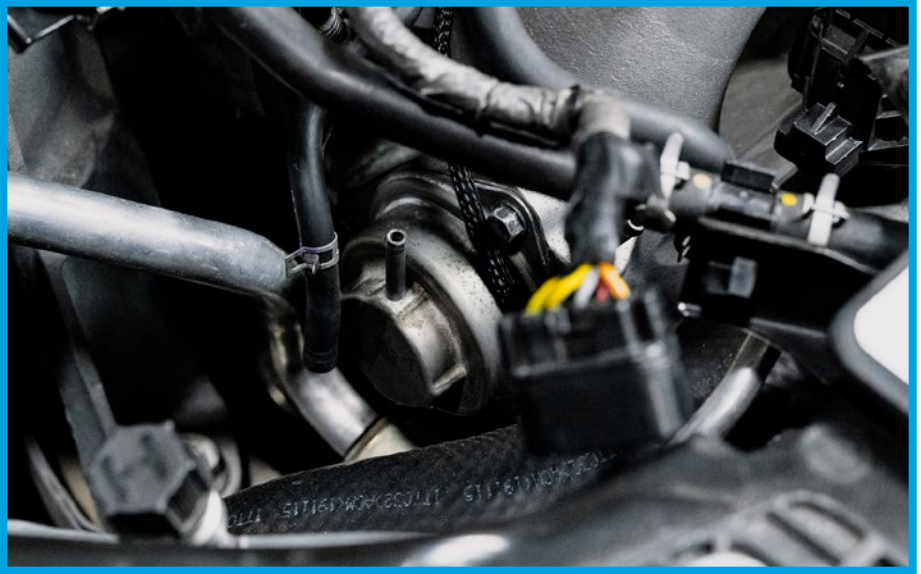


18. Remove (1) 12mm bolt on the backside of the factory inlet, towards the engine bay. This bolt is difficult to reach. You will need a 6" extension with the 12mm shallow socket to seat the ratchet on this particular bolt.

19. Remove the (1) nut that is located on the front underside of the inlet. It is located on the mounting stud on the compressor. This will need to be reused.

20. After removing all (3) 12mm bolts, gently remove the factory inlet, you can snake it underneath the coolant & AC lines. Make sure to keep the (3) 12mm bolts, as all but (1) are re-used for the PRL Turbo Inlet Pipe. The longer bolt provided in the kit will go through the thicker flange of the PRL Compressor Inlet. The other (2) bolts are reused in their factory location.

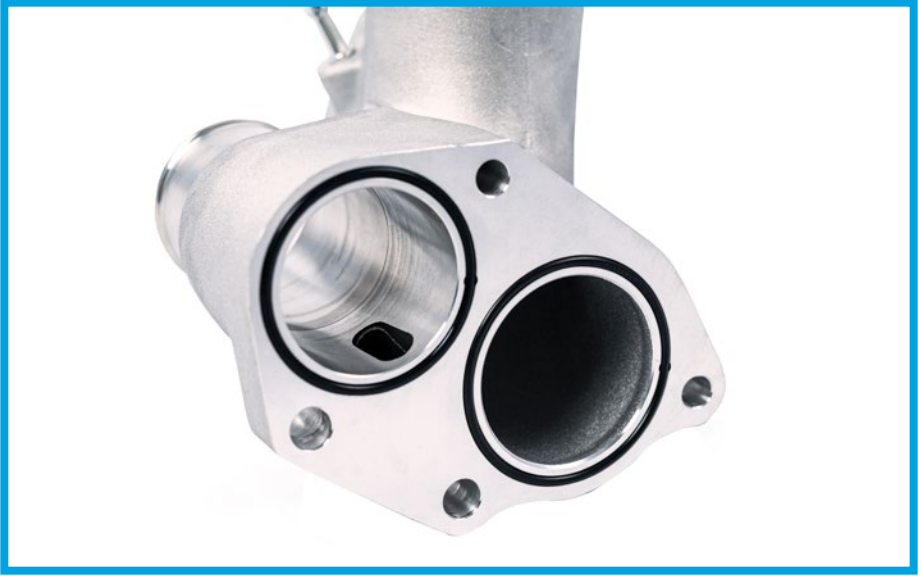
21. Transfer the factory diverter valve to the PRL compressor inlet. Make sure it is secure before mounting on the compressor inlet.



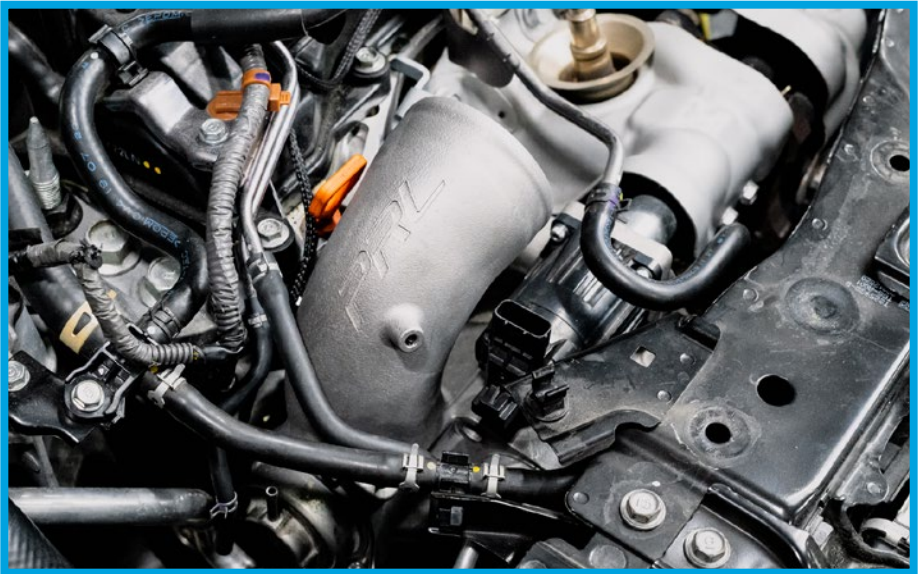
22. Transfer the mounting grommet into the PRL Titanium Inlet Pipe. It's advised to wear gloves during this step. Clean surface if any fingerprints/marks are left.



23. Use the provided (2) o-rings and insert in the PRL Compressor Inlet grooves. There are two separate sizes, so match the diameter to the correct groove.



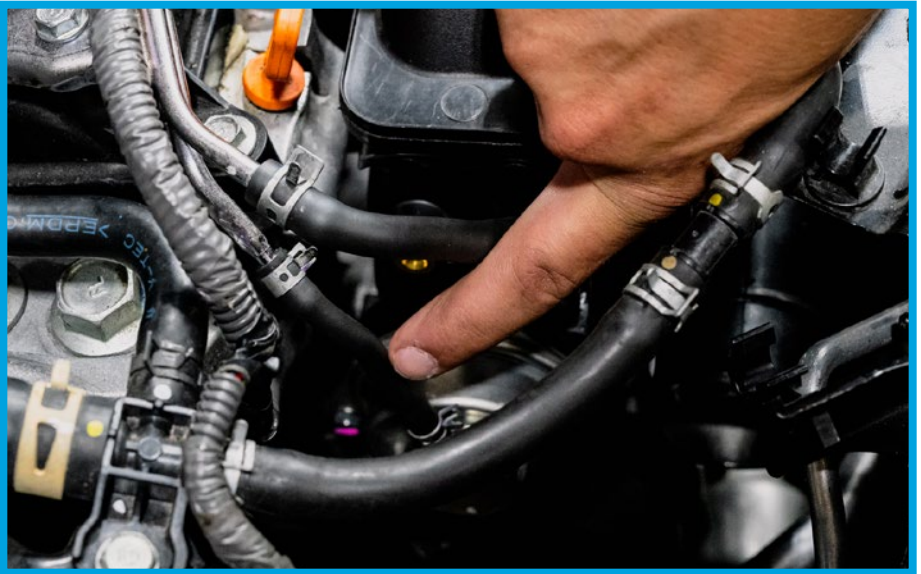
24. Reinstall the (2) 12mm factory bolts, (1) factory nut, and (1) 12mm provided bolt and bolt the PRL Compressor Inlet onto the turbo.



25. Re-attach compressor outlet hose to the PRL Compressor outlet nipple. Use Phillips head to tighten factory worm clamp.



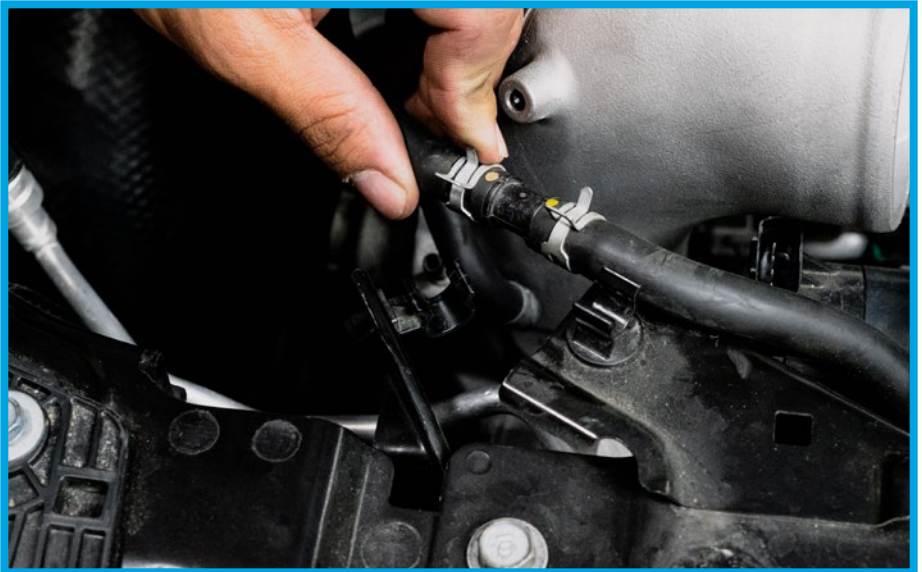
26. Install (2) PRL Vacuum lines, reusing the factory clamps. Use pliers to squeeze the clamps to easily place them into their position.



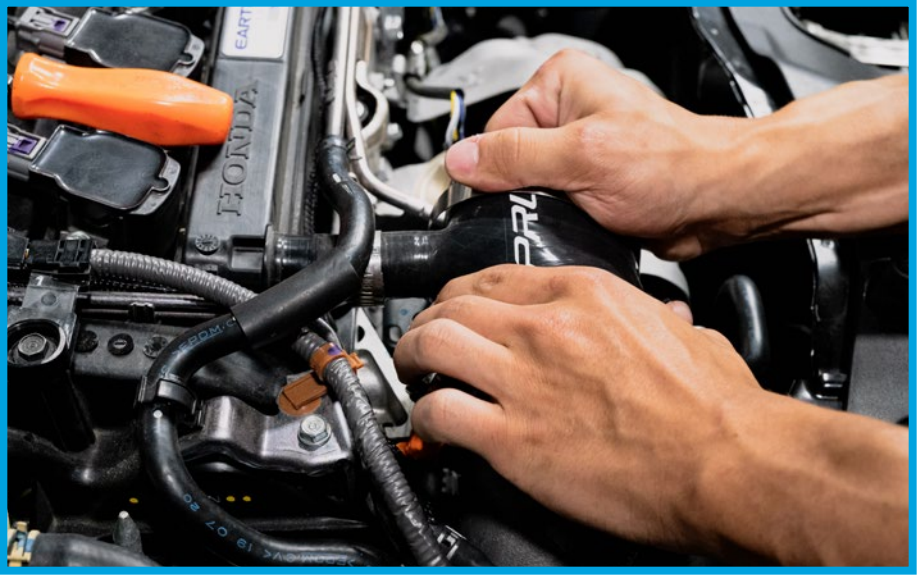
27. Attach the wastegate harness to PRL Compressor inlet using provided fire tree zip tie. Reconnect wastegate harness. Push firmly, as plug may “clip” but not make a full connection. This will give an error code on startup.



28. If you have removed the upper rad support, reinstall it at this time. Bolt the coolant & AC line support with the (1) 10mm bolt, and seat them in their clip.



29. Seat the smaller silicone on the inlet, affix the breather connection with the small #10 worm clamp. Tighten the (1) #48 worm clamp on the compressor inlet.



30. Insert Titanium Inlet gently and loosely attach to factory mounting point reusing the factory grommet, washer & bolt. Do not tighten down yet.



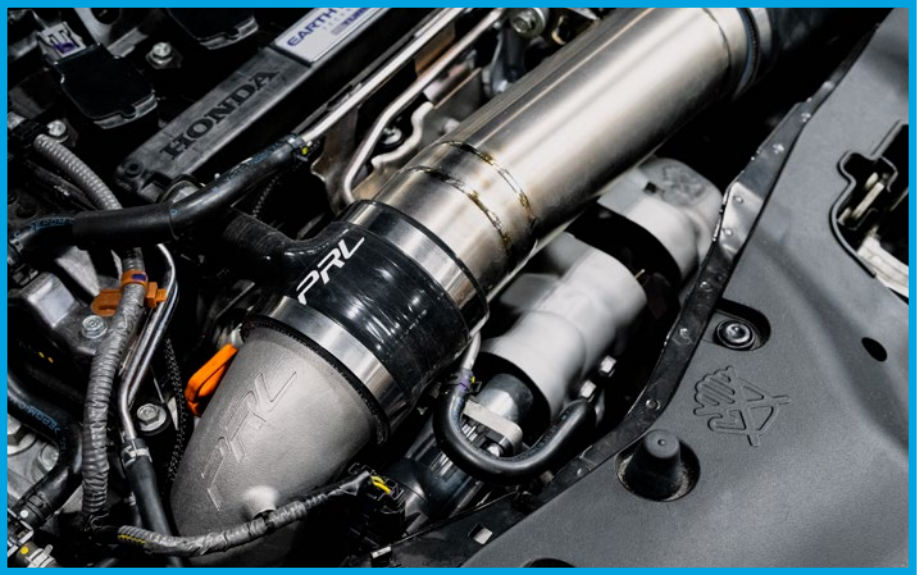
31. Insert PRL EVAP Assembly into Upper Intake Silicone, affix using (1) #20 worm clamp. Place (1) #48 worm clamp on the left side to attach to the inlet.



32. Attach the (2) PRL vacuum hoses to the PRL EVAP assembly and reinstall them reusing the factory hose clamps. Couple to your specific PRL MAF & intake.



33. Align the Titanium Inlet & Upper Intake Silicone as needed for smoothest airflow, then tighten (3) #48 worm clamps and grommeted mounting bracket.



34. Ensure the wastegate harness, EVAP Assembly, MAF sensor and vacuum lines are all secure. Reinstall plastic shroud using the factory clips.



Road Testing Your PRL Titanium Turbo Inlet Pipe

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 Titanium Turbo Inlet Pipe! Thank you for being a part of the #PRLARMY.

If you have any questions/concerns please reach out to us at:
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 Titanium Turbo Inlet Pipe 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 Turbo Inlet is designed specifically to work with PRL intake systems only. We do not guarantee fitment with other manufacturers intake systems. Our Turbo Inlet is designed to fit with factory turbocharger or upgraded turbochargers in factory placement.

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. Always make sure to handle the titanium carefully to not mar the surface and create any type of visual blemish in the surface of the finished titanium. As stated earlier in the guide, gloves are recommended. If gloves are not worn, do not start the vehicle till the titanium has been cleaned, as the oil will burn into the surface when heat is applied. Glass Cleaner works well to clean the titanium. Try to not use a "special" kind of cleaner, as the additives to the mixture may cause discoloration, blemishes, etc.



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