

PARL MOTORSPORTS

INSTALLATION GUIDE



2022+ Honda Civic Type-R FL5 High Volume Intake System

PRL INSTALLATION OVERVIEW

PRODUCT: PRL-FL5-INT-HVI - 2022+ Honda Civic Type-R FL5 High Volume Intake System

FITMENT: 2022+ Honda Civic Type R

INSTALLATION TIME: Approximately 45 mins - 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. 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)

10mm Socket

12mm Socket

1/4" Hex Socket

Torque Wrench

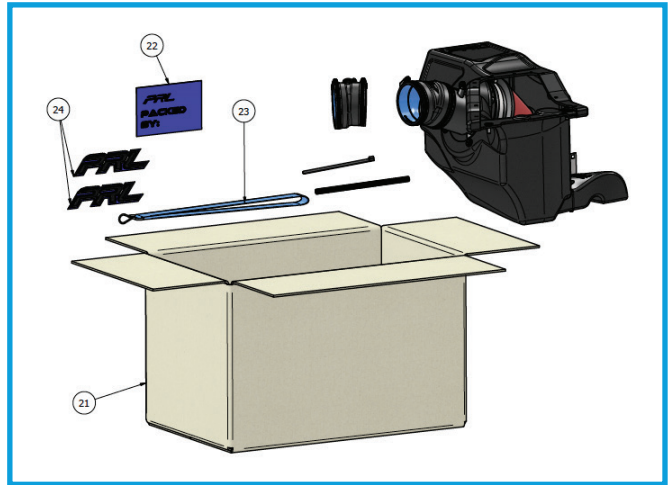
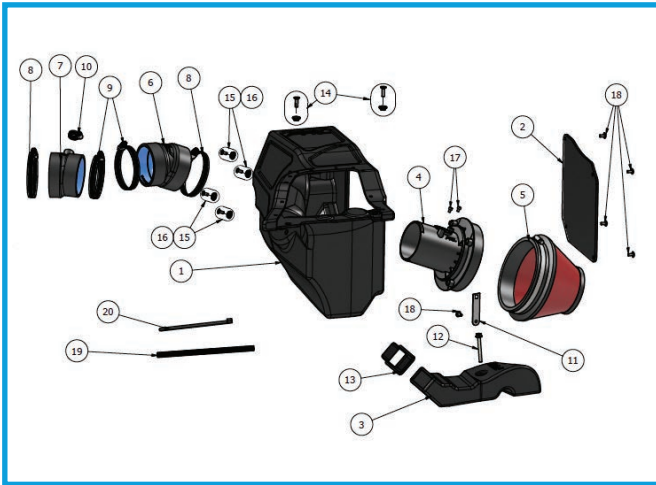
Pliers

Phillips Head Screw Driver

Flat Head Screw Driver

Clip Removal Tool





COMPONENT LIST

#	PART #	QTY	DESCRIPTION
1	1	FL5-INT-HVI-ROTOBOX	Rotomolded Airbox
2	1	FL5-INT-HVI-ROTO-CVR	2023+ Honda Civic Type-R Airbox Cover
3	1	RAW-FL5-INT-HVI-RODUCT	2023+ Honda Civic Type-R Secondary Air Duct
4	1	FL5-INT-HVI-STK-MAF-IM	FL5 Injection Molded MAF
5	1	PRL-AF-4315	5.6 Inch Inlet Cone Filter
6	1	SIL-FL5-INT-HVI-HOSE-B	2023+ Honda Civic Type-R HVI Hose B
7	1	SIL-FL5-INT-HVI-HOSE-A	2023+ Honda Civic Type-R HVI Hose A
8	2	IFE-80-100-12	IFE 80-100-12 Hose Clamp
9	2	IFE-70-90-12	IFE 70-90-12 Hose Clamp
10	1	IFE-12-22-9	IFE 12-22-9 Hose Clamp
11	1	RAW-FL5-INT-HVI-BKT	2023+ Honda Civic Type-R High Volume ECU Harness Bracket
12	1	B02051	JIS Flange Bolt - Zinc Plated - M6 x 1 x 55
13	1	SIL-FL5-INT-HVI-SEAL	High Volume Air Duct Seal
14	1	PRL-FL5-INT-HVI-B3	Civic Type R Intake System Dress Up Washer
15	4	PRL-FL5-MDUW-M5	M5 Maf Housing Dress Up Washer
16	4	BOLT-M5*12-LOC	Flat Head Cap Screw - Stainless Steel - M5 x 0.8 x 12 With loctite
17	2	B07037	Socket Head Cap Screw - Stainless Steel - M4 x 0.7 x 6
18	5	B06011	Flanged Button Head Cap Screw -Stainless Steel- M5 x 0.8 x 10
19	1	CON-250	1/4" ID Corrugated Tubing
20	1	099019	7.5" Black UV Resistant Standard Ziptie
21	1	BOX-22x14x14	Box 12x6x6 ULINE PN S-16623
22	1	PRL-PACKEDBY-CARD	Packed By Cards to go in finished goods Post Cards 4x6
23	1	PRL-LANYARD-PRLPATTERN	PRL Pattern Lanyard
24	2	PRL-STICK-DC	PRL Motorsports Logo Sticker

1

Begin the installation by disconnecting the negative battery terminal.



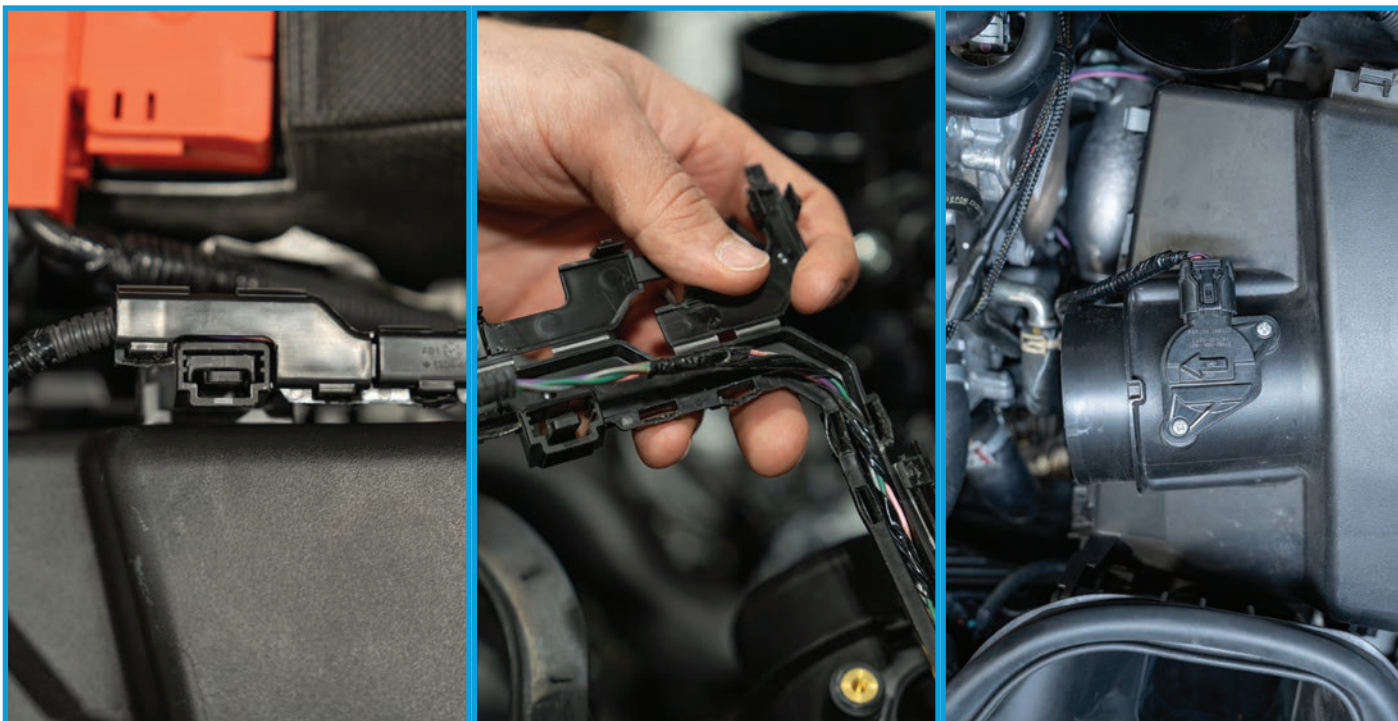
2

Loosen the 4 hose clamps on factory OE rubber connectors. Remove the valve cover vent hose from rubber boot connecting to OEM inlet pipe. Remove both the rubber connecting boots but leave plastic EVAP Purge Jet housing in the car.



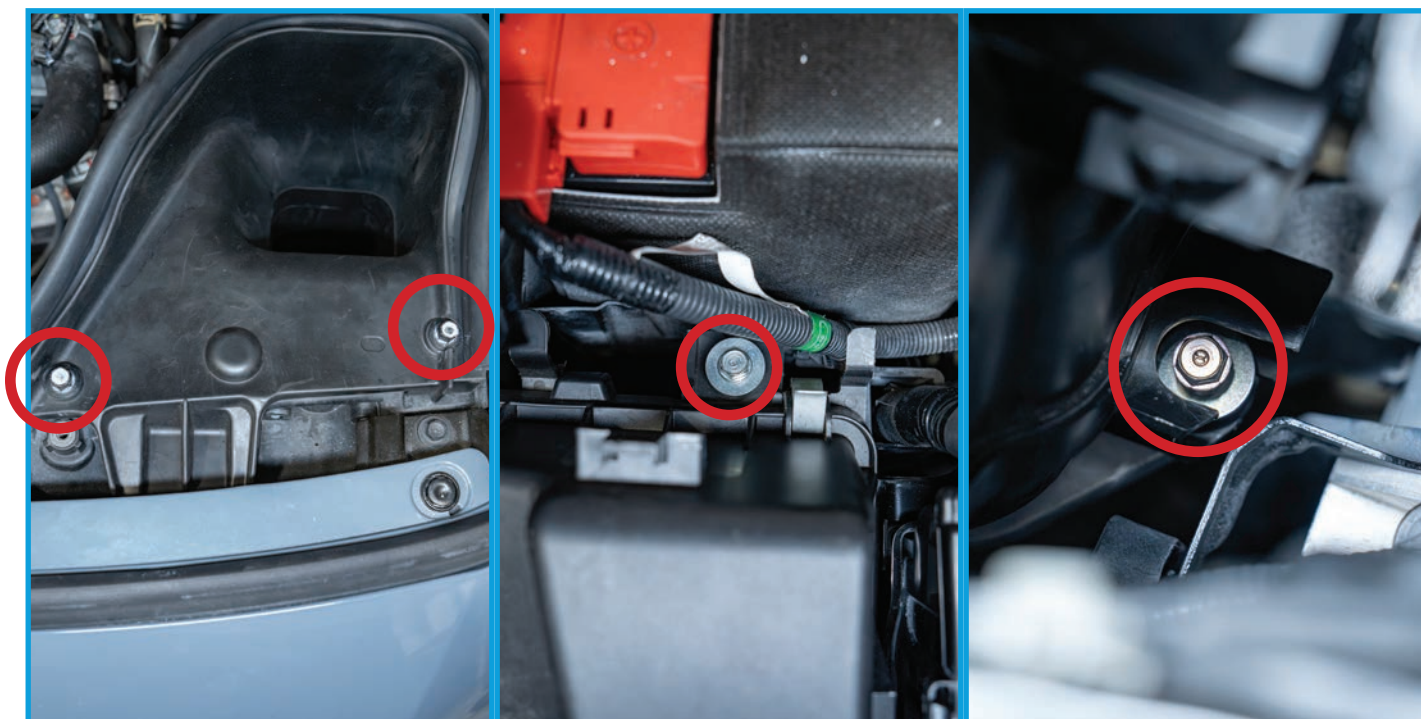
3

Unclip the wire harness guide that is attached to the OE air box. Remove the wire harness from the guide and unplug wiring connector from MAF sensor.



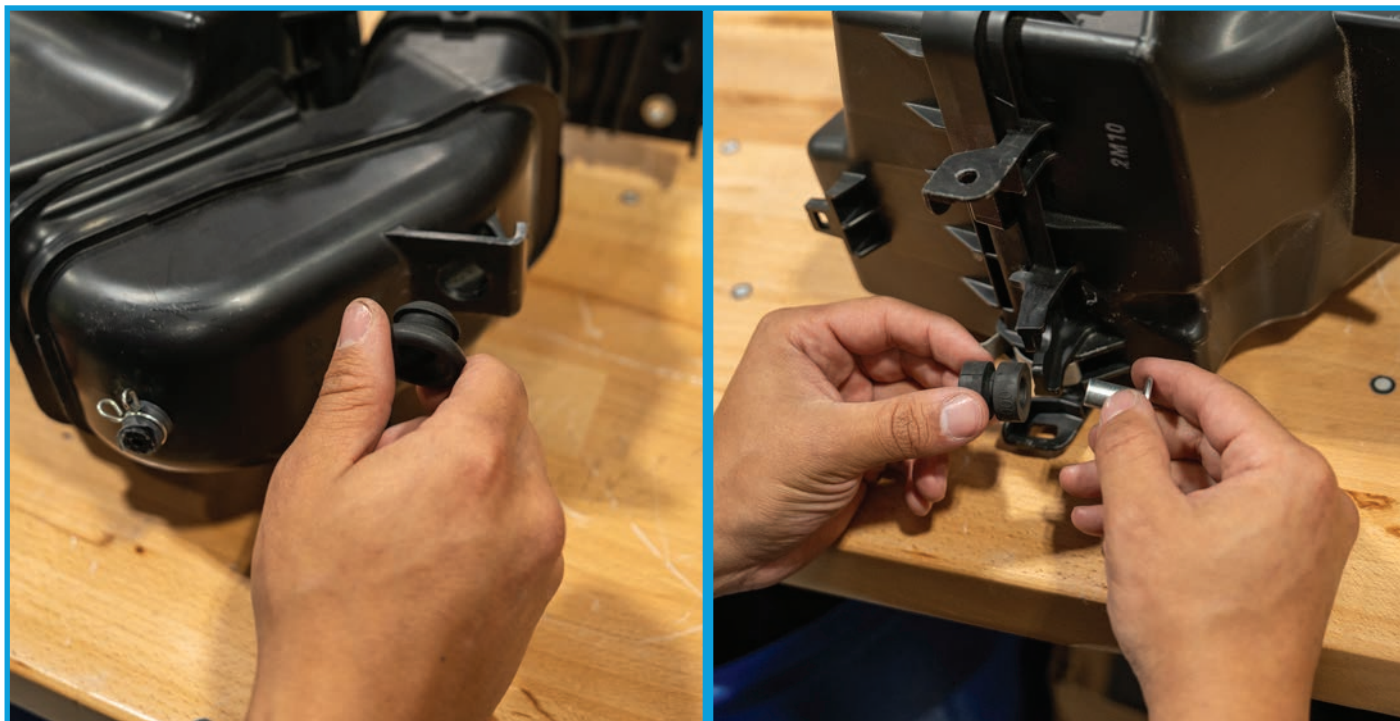
4

Remove the air box bolts holding the air box in the engine bay. There is one on the back side, one on the right side and two in front on the air box scoop. Pull the air box from the engine bay and set aside.



5

Locate rubber bushings on the rear of OE air box and remove them. We will reuse them on the PRL unit.



6

Remove the MAF sensor from OE air box.



7

Remove the OE air box weather stripping. It is easiest to use a pair of small needle nose pliers to gently squeeze clips and remove them from the OEM Inlet scoop.



8

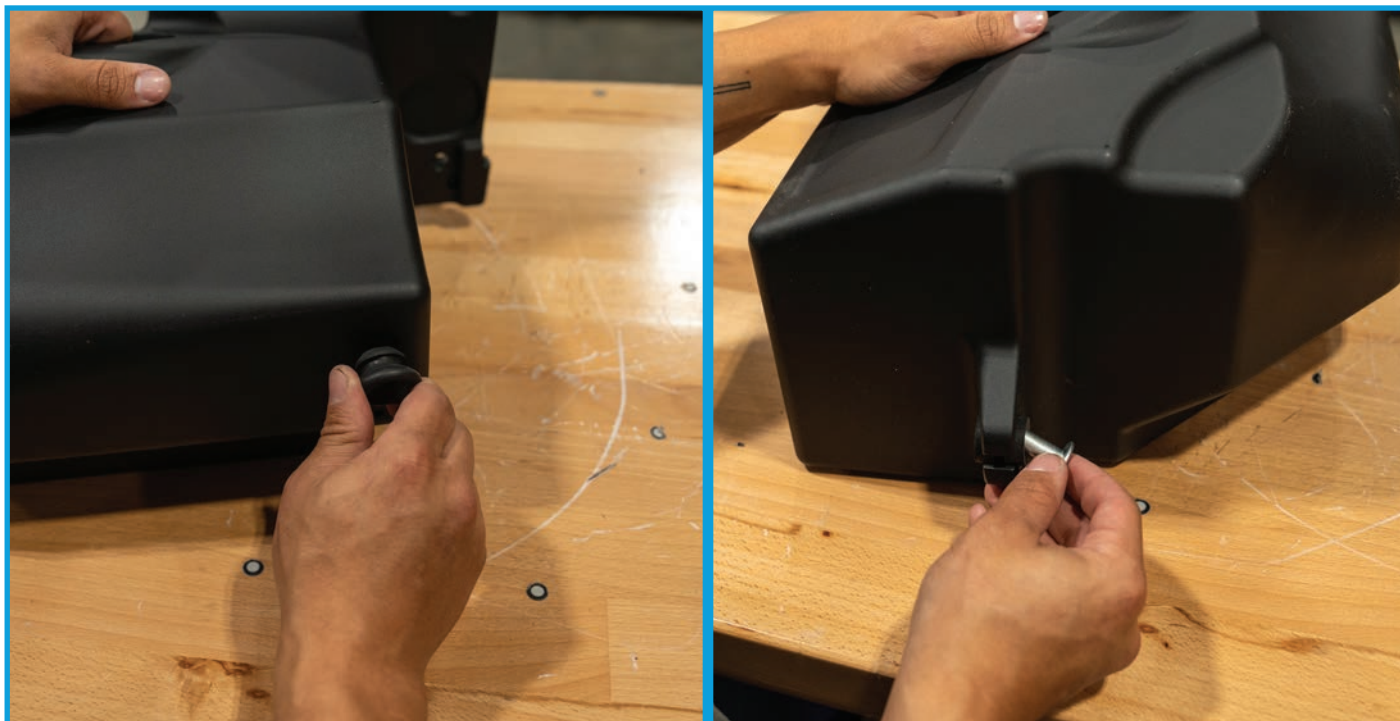
Install the weather stripping onto the PRL HVI. Make sure to align the clips in the correct orientation. It will only fit correctly one way.



9

Install the rear rubber bushing and sleeve from the OEM air box into rear pocket of the PRL air box.

Install rubber bushing from bottom of OEM air box into the bottom of the PRL air box.



10

Place the included worm clamp on to the new filter and install onto provided PRL MAF housing.

Tighten the worm gear clamp to 30 in. lbs.



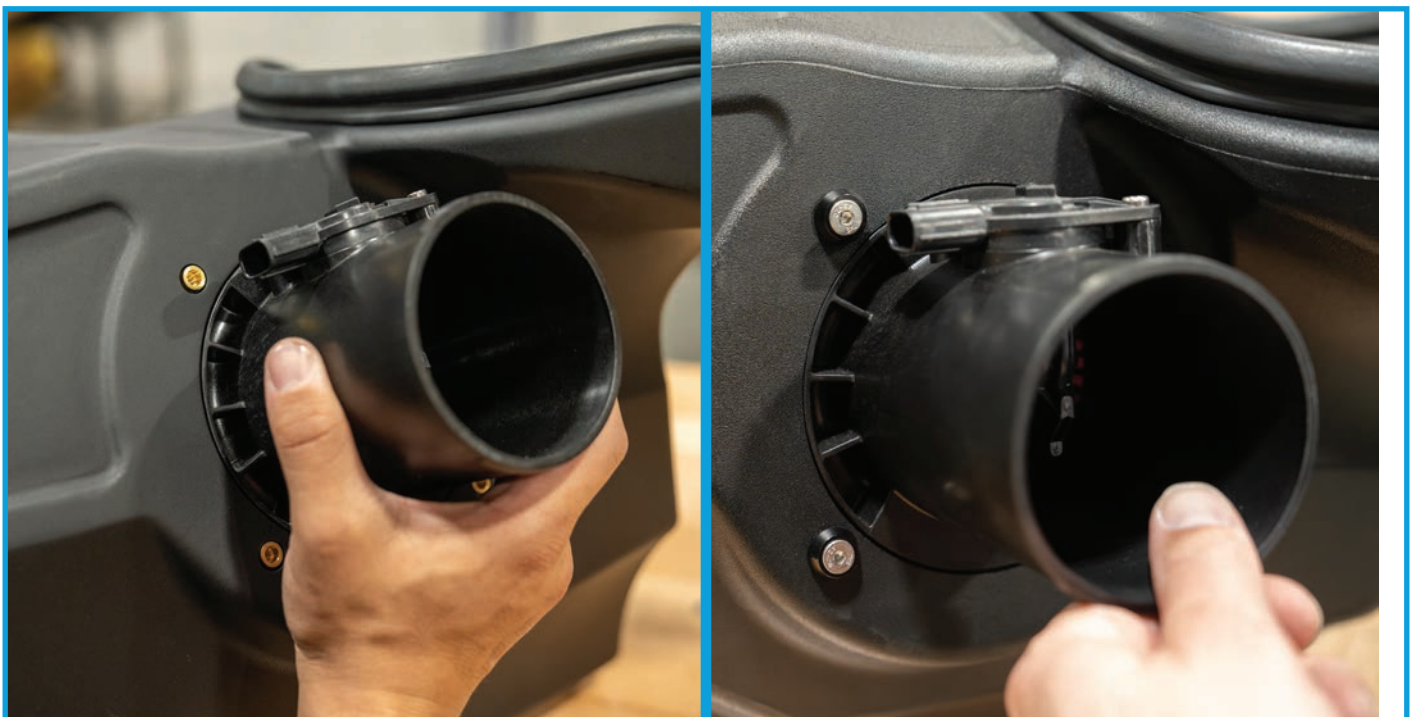
11

Install the OE MAF sensor onto the MAF housing using the provided M4x6 socket head cap screws. Torque them to 15-18 in lbs.



12

Attach HVI MAF housing to the HVI intake air box using provided M5x12 flat head cap screws and dress up washers. Torque them to 15 in-lbs.



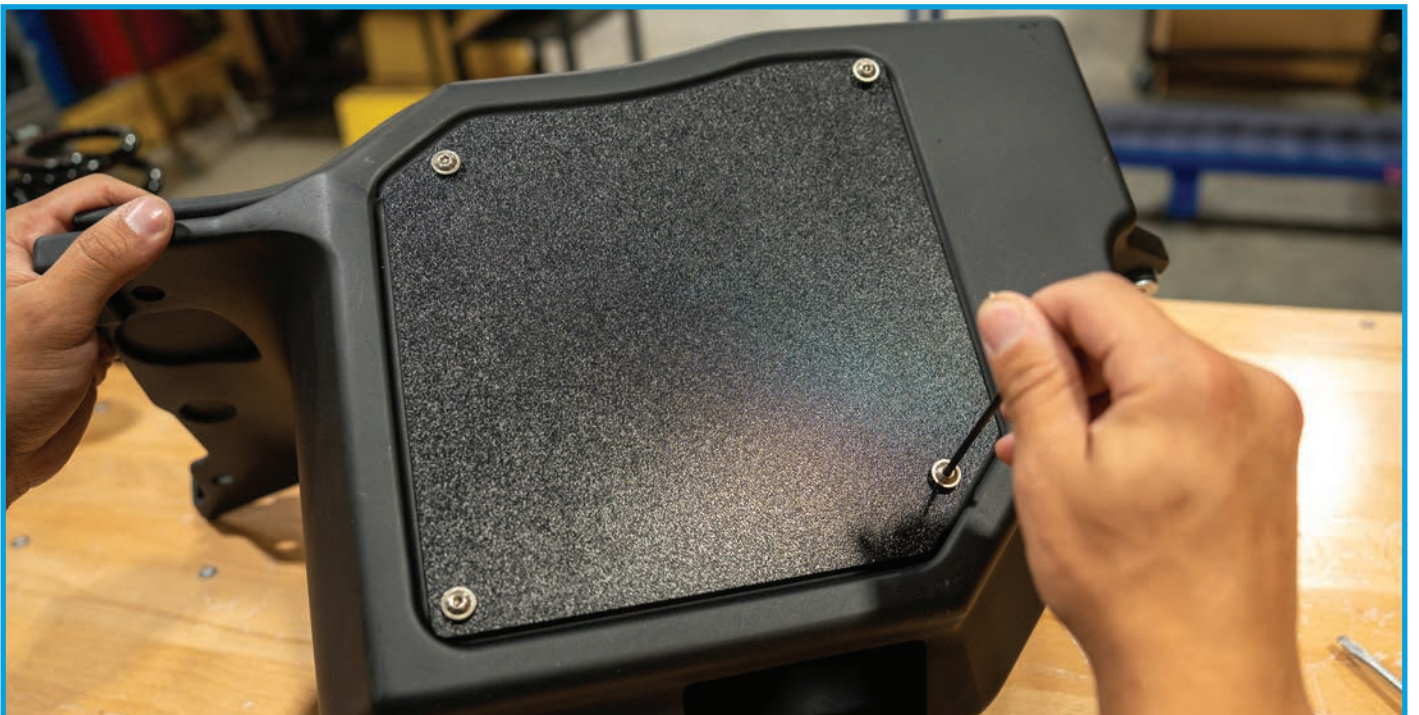
13

Once completed, your HVI unit should look something like this.



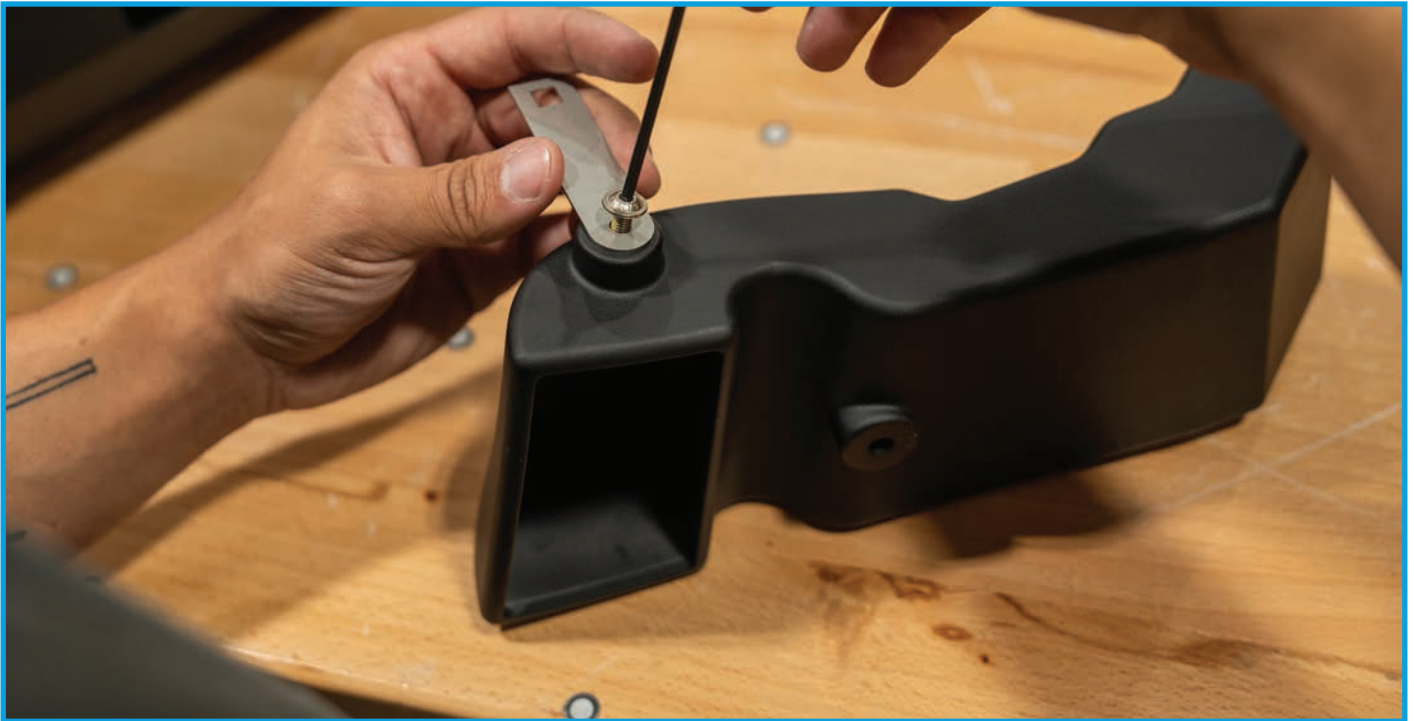
14

Install air box side panel using the (4) included M5x10 flanged button head cap screws. #18. Set the entire assembly aside for now.



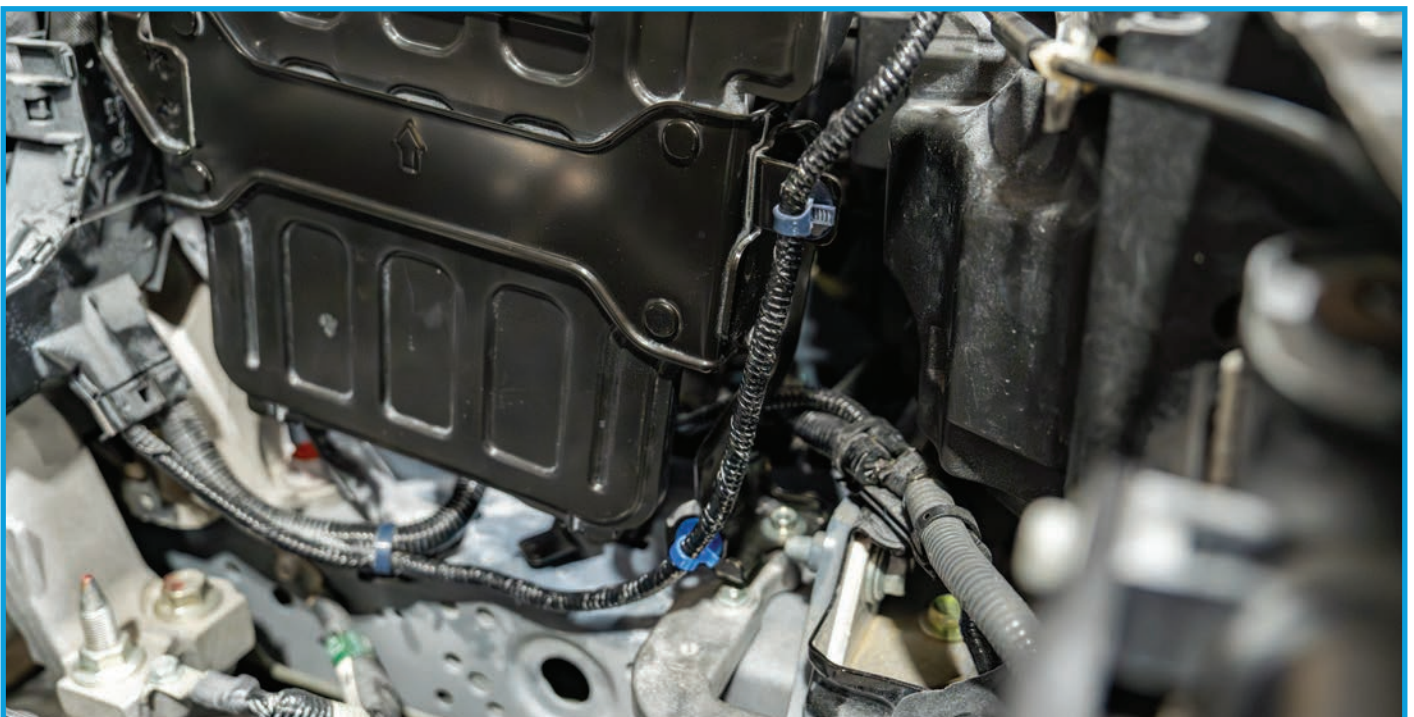
15

Locate the wire harness bracket and the secondary HVI air duct. Install the bracket onto the duct using the remaining M5x10 flanged button head cap screws. #18.



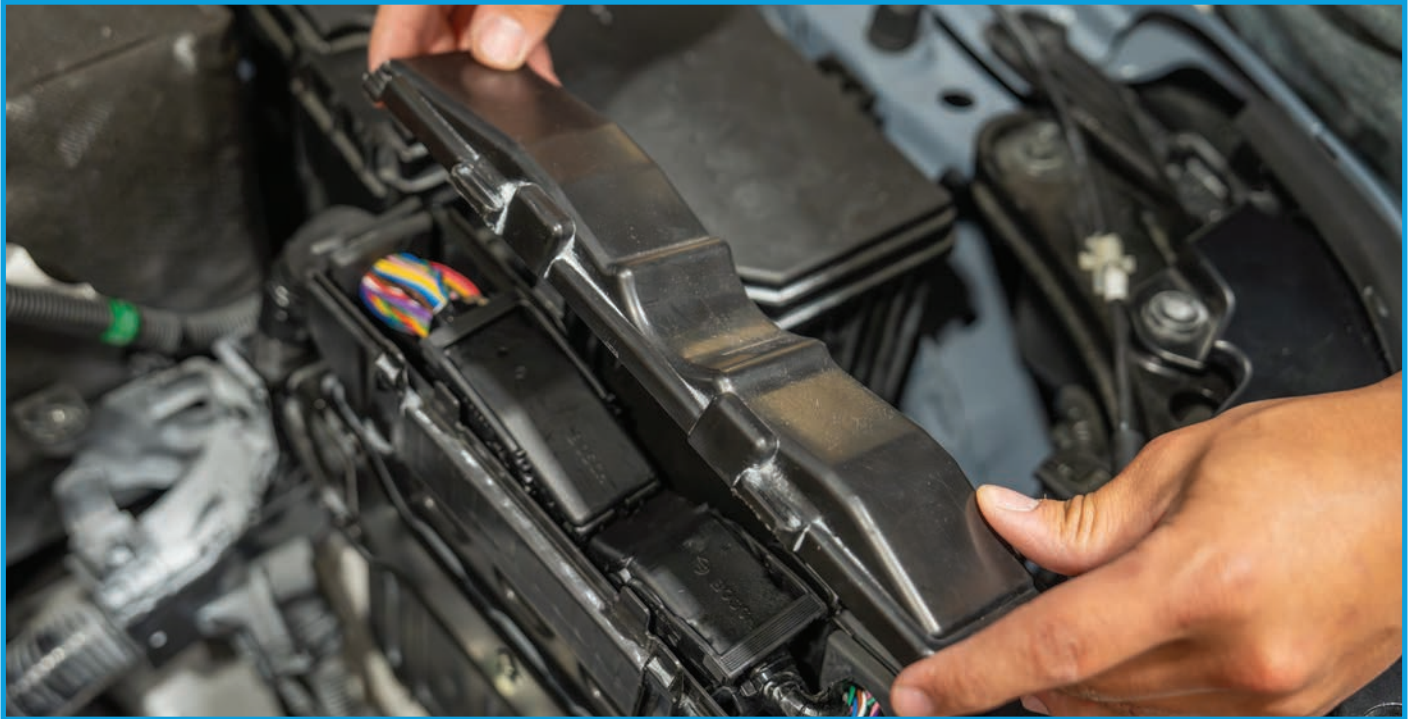
16

To install the secondary lower air duct, you will need to remove the ECU from the car. Do not worry, it will not cause any issues once it is re-installed correctly. Locate and remove the MAF harness from the ECU's mounting bracket.



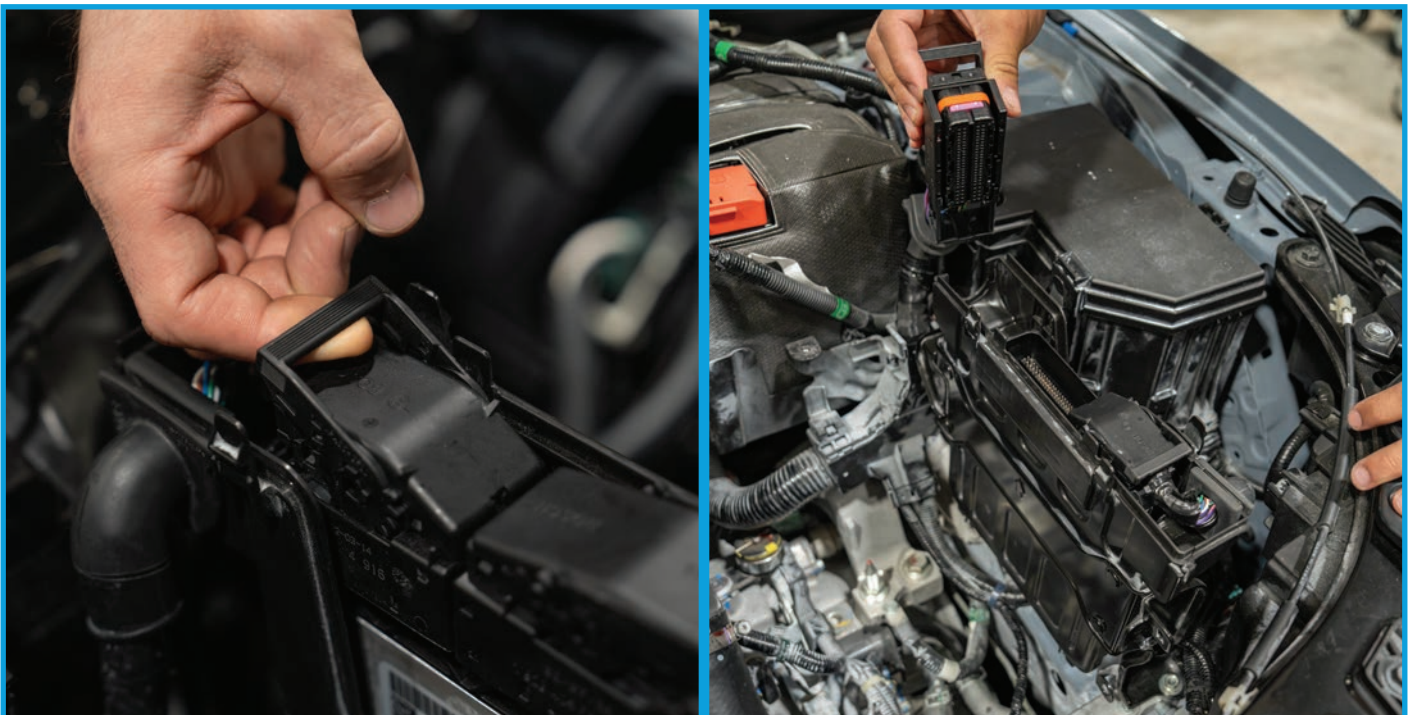
17

Remove the upper cap from the ECU.



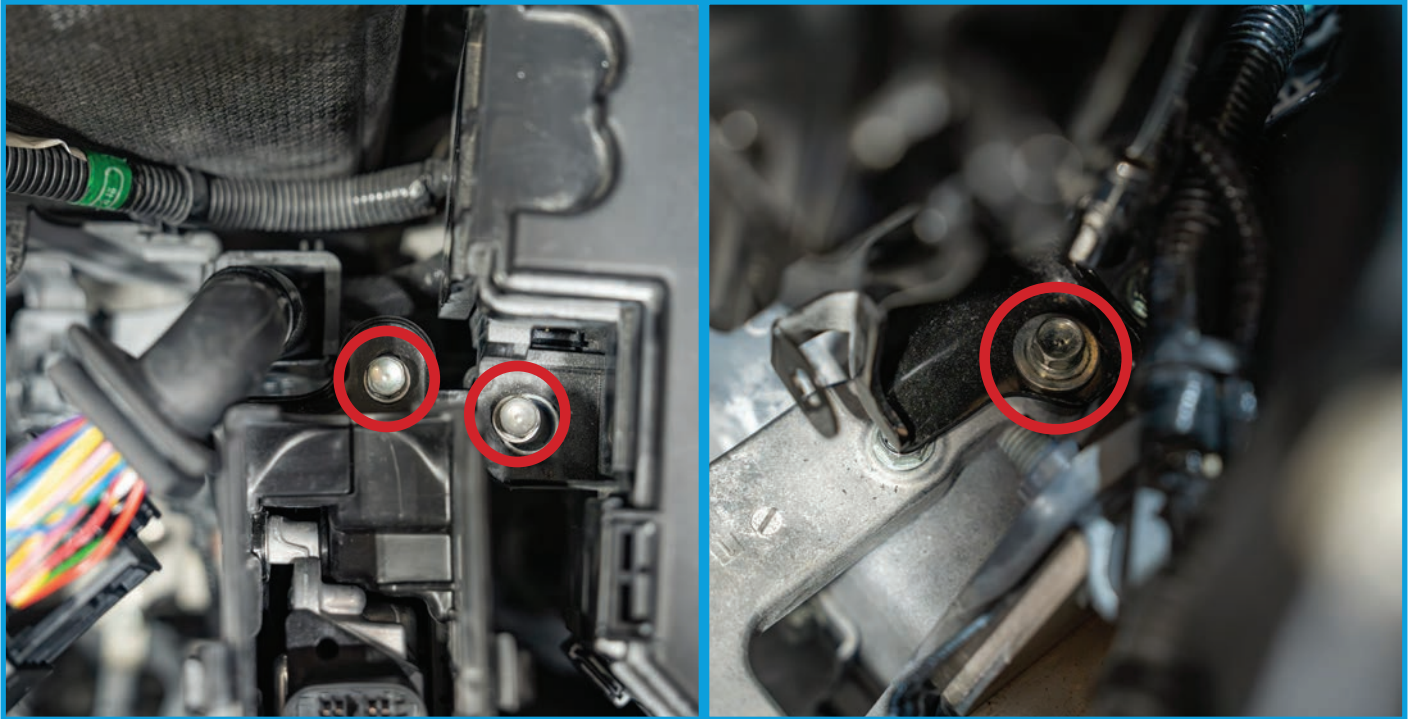
18

Now you need to unplug the ECU connectors. Using the connector levers, gently pull up and roll the lever back. Doing this will raise the connector out of the ECU pins. **DO NOT** apply force or pry on the connector when removing.



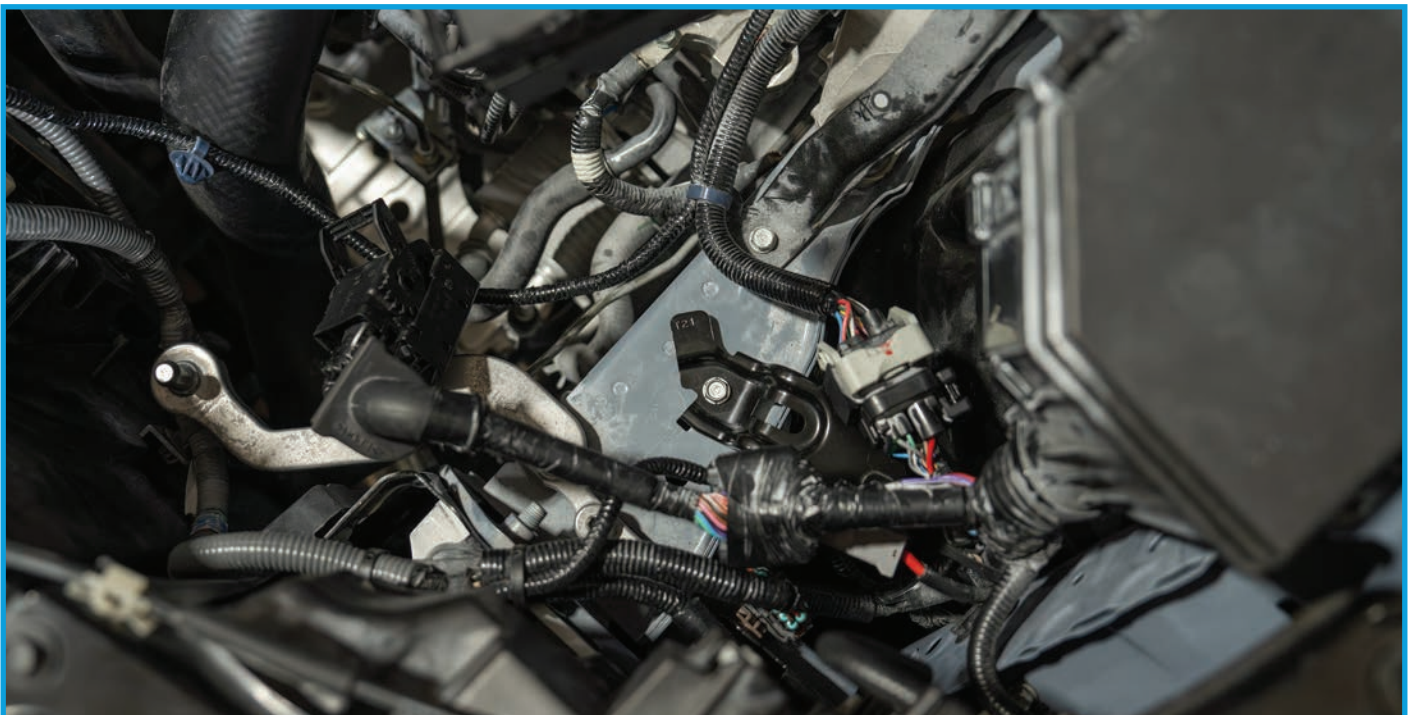
19

Loosen and remove the (3) bolts holding the ECU to its mount.



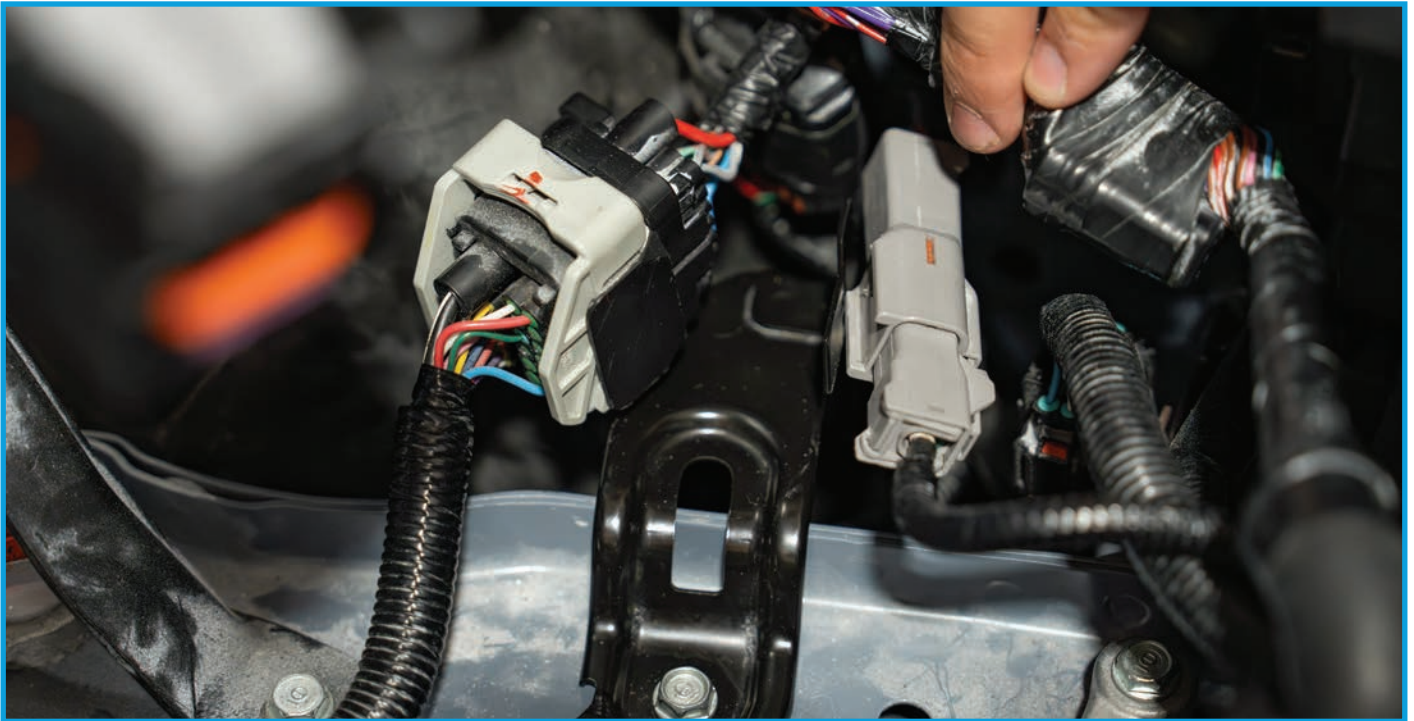
20

Pull and remove the ECU from the engine bay and set aside.



21

Unclip and remove wiring harness from bracket underneath the ECU



22

Unbolt and remove ECU bracket from underneath of the ECU.



23

Place the PRL secondary air duct underneath the wiring harness.



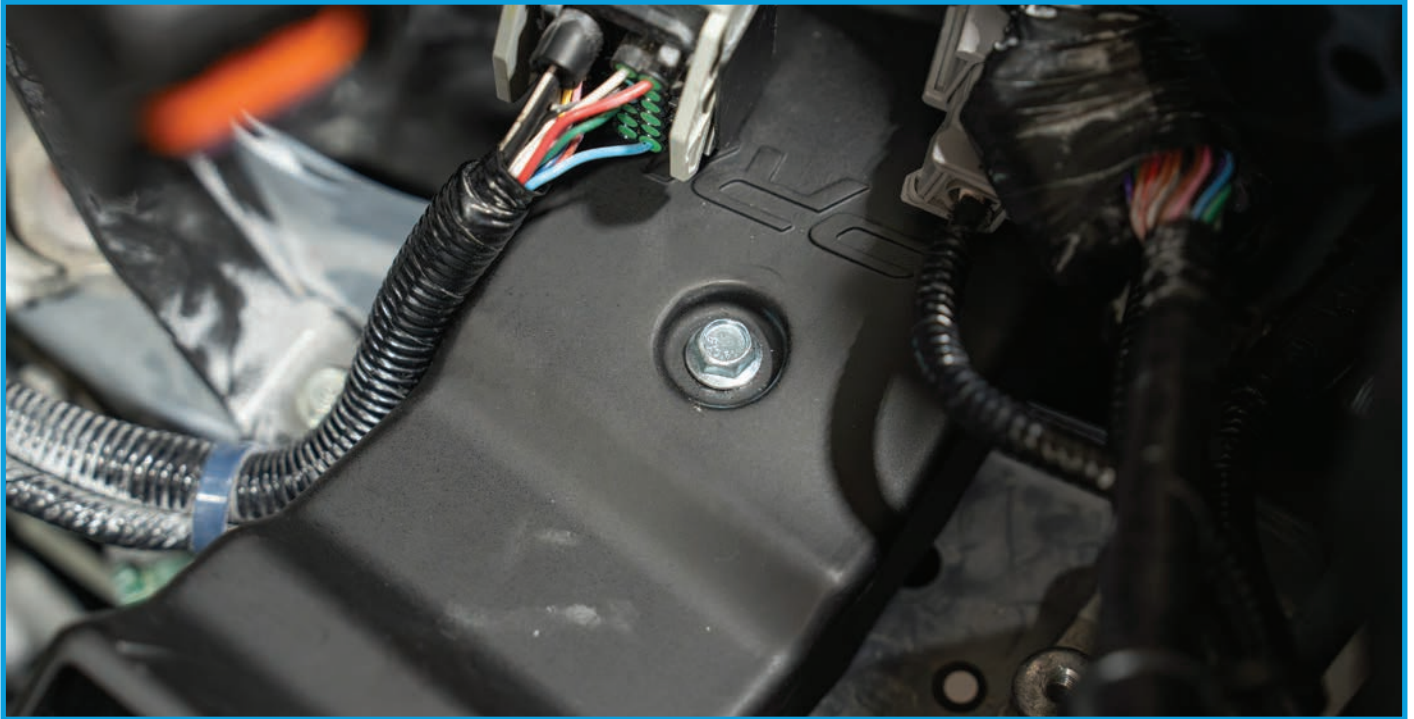
24

Attach the wiring harness to the secondary air duct bracket.



25

Bolt the secondary air duct down using the provided M6x55 bolt #12 and tighten to 30 in-lbs.



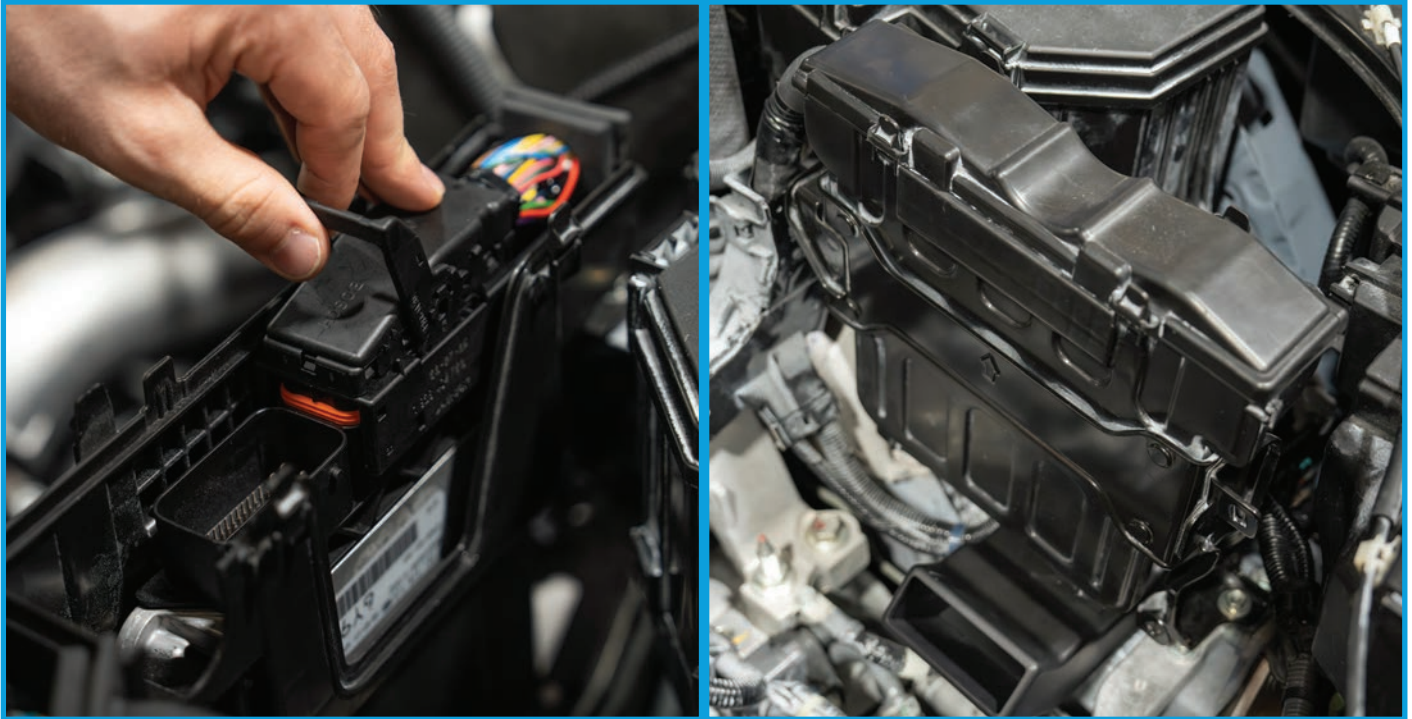
26

Use zipties to secure wiring harnesses in place.



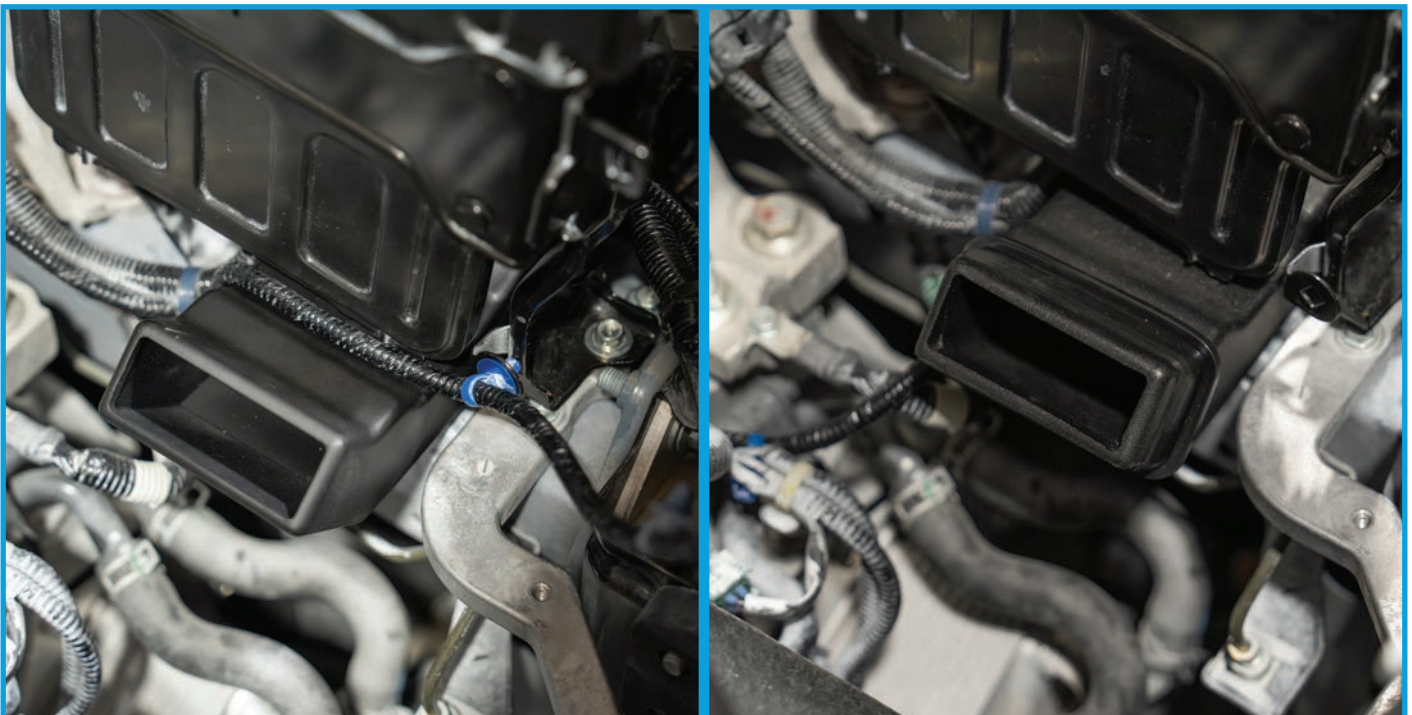
27

Now you can reinstall the ECU. Lay the connectors over the pins and GENTLY set into place. The lever will do most the work. Without applying too much pressure, rotate the lever back to its home position. Rotating the lever should sink the connector down on to the pins and lock the connector in place. After this is done, reinstall the ECU cap.



28

Attach the bottom harness to the ECU bracket using the OE clips then install the provided secondary duct seal on the duct as shown.



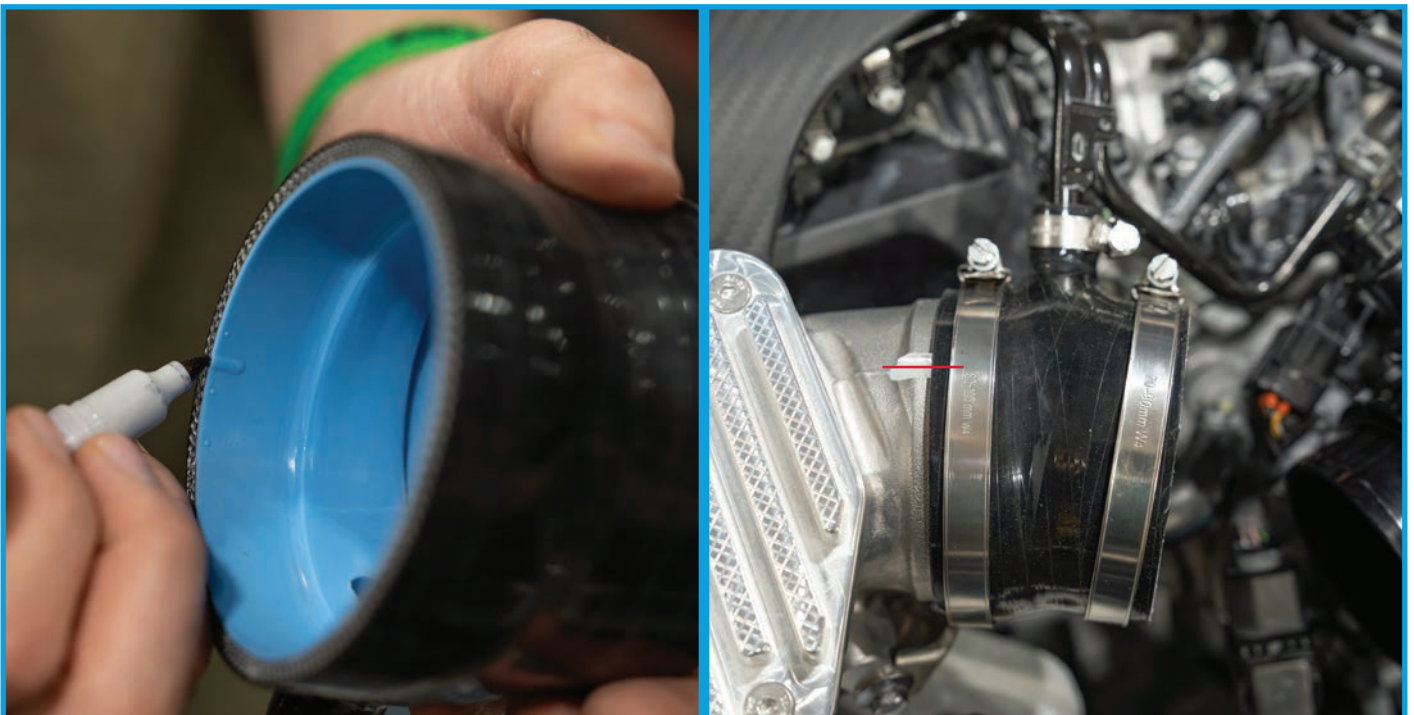
29

Remove the plastic cover over the MAF sensor wiring then cover with provided split loom to unprotected sections of the wiring harness.



30

On the OE turbo inlet pipe, install the coupler labeled SIL-FL5-INT-HVI-HOSE-A #7 Using one of the largest hose clamps provided in the kit. #8. Align the marking on the inside of the silicone coupler to the notch on the inlet pipe. Install the valve cover breather vent into the silicone coupler using the small hose clamp provided, #10. Do not tighten hose clamps yet.



31

Place the other silicone coupler labeled SIL-FL5-INT-HVI-HOSE-B and (2) worm clamps on the MAF housing that you connected to the airbox. The hose clamp on the MAF housing side will be the larger of the remaining hose clamps. Place one of the smaller hose clamps #9 on each open end of the 2 silicone connectors.



32

Place the air box over the HVI duct and seal already installed in the chassis. Press down and lower the rubber grommet over airbox mounting stud. Now install the OE plastic purge jet housing between both silicone couplers. This will take some patience as getting it in between can be challenging. This is why it is important to leave hose clamps loose in step 30.



33

Route the wiring for the MAF sensor underneath the air box and plug it into the MAF housing.



34

Adjust silicone coupler fitment until orientation seems correct and install the upper HVI mounting bolts (M5 flat heads and dress up washers #14) into factory mounting holes. Torque them to 40 in-lbs.



35

Install rear mounting bolt behind the air box and tighten it to 35 in. lbs.



36

Adjust silicone one last time and tighten all hose clamp connections to 44 in. lbs.



37

Admire your hard work!

Shoot....it won't start....we didn't reconnect the battery :(After re-connecting the battery, it may require 1-2 drive cycles to clear any lights on the dash board.



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!
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 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.



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