

## Installation Instructions

PRL-HCR-INT-TIP- STK/HVI: PRL Motorsports

**\*\* TUNE RECOMMENDED**

Installation time: Approximately 30-45 minutes

**Tools Needed:**

- Ratchet
- Extension (6") (Swivel head if possible)
- 10mm Socket
- 14mm Socket
- Phillips-Head Screwdriver



Item	Qty	Part Number	Description
1	1	RAW-HCR-INT-TIP-CAST	2017+ Honda Civic Type-R Turbo Inlet Casting
2	1	RAW-HCR-INT-TIP-TITANIUM	2017+ Honda Civic Type-R Turbo Inlet Titanium Tube
3	1	SIL-HCR-INT-TIP-STK-HOSE	2017+ Honda Civic Type-R Turbocharger Inlet Hose (Stock Air Box)
4	1	SIL-HCR-INT-TIP-HVI-HOSE	2017+ Honda Civic Type-R Turbocharger Inlet Hose (HVI Air Box)
5	1	SIL-HCR-INT-TIP-101	2017+ Honda Civic Type-R Turbocharger Inlet Reducing Hose
6	4	BRZ-CLAMP-9452	#52 Hose Clamp, Stainless
7	1	BRZ-CLAMP-3808	Breeze Mini 3808 #8 clamp
8	1	BRZ-CLAMP-3820	Breeze Mini 3820 #20 Clamp
9			
10	1	RAW-HCR-INT-EVAP	2017+ Honda Civic Type-R & 2018+ 2.0T Accord Machined EVAP Fitting (Stock Intake Systems)

---

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](mailto: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 on all PRL Motorsports products

---

**To Start:**

1: 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.

**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.**

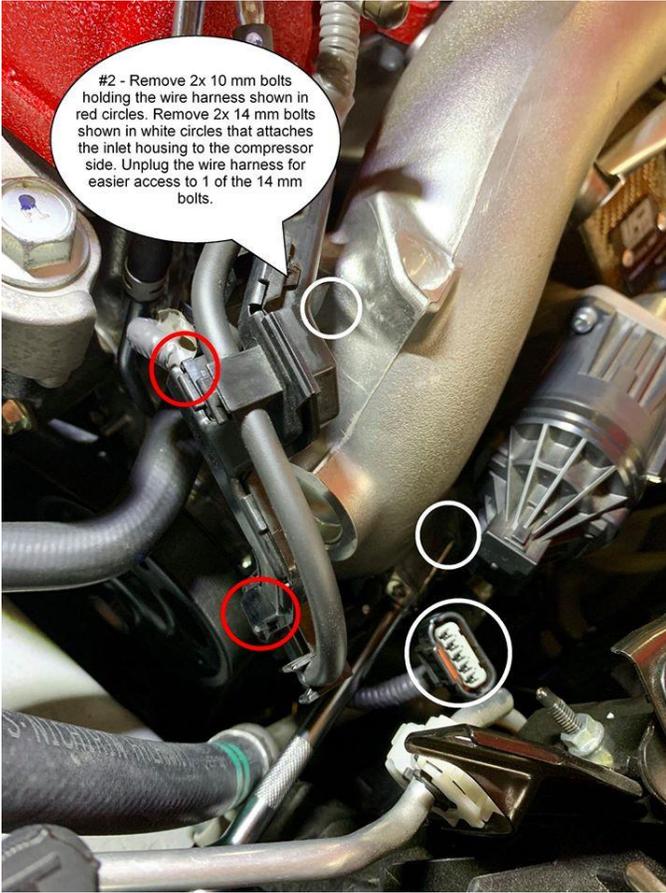
2. This installation does not require the car to be on jack stands or a lift to be used. Everything can be accessed from the top of the engine bay.

**NOTE: Always ensure to engage the emergency brake when working around a vehicle in any manner. Make sure that the emergency brake is functioning properly prior to disconnecting the battery, this vehicle is equipped with an electronic emergency brake.**

3: Remove the five 10mm bolts from the factory inlet pipe. Remove and transfer the rubber bushing to the PRL pipe in a later step.



4: Remove the two 10mm bolts holding the wire harness shown in red circles. Remove the two 14mm bolts shown in white circles that attaches the inlet housing to the compressor side. Unplug the wire harness for easier access to one of the 14mm bolts. An extension will be needed for this, preferably with a swivel head. Various lines may need gently held out of the way to access all of the bolts.



5: Install the PRL cast aluminum inlet section by reusing the two 14mm bolts that connect to the compressor inlet along with the stock black metal gasket. Note orientation of the stock gasket on the stock piece. Reinstall two 10mm bolts for the wire harness. Re-install the wire harness and install the PRL silicone adapter with the hose clamp on the casting side. Make sure to push the coupler fully on until it meets the stopper inside.



6: Place the PRL titanium pipe in the silicone adapter. Do not tighten the clamp yet, the pipe may need some adjustments later. Remove the rubber bushing from the stock inlet pipe and install it on the PRL titanium pipe. Install the five 10mm bolts on the stock location pipe brackets, keep them all loose until all are installed, tighten down simultaneously to ensure a proper fit.



7. Reinstall the connection to either the factor airbox or the stock airbox. Tighten the casting side of the inlet pipe silicone clamp.

8. Connect the battery and start the vehicle. If everything appears to be running correctly, allow the car to idle and proceed with regular vehicle operation. If the vehicle does not appear to be operating correctly or throwing a code immediately shut the vehicle off and check all connections to ensure there are no leak.