

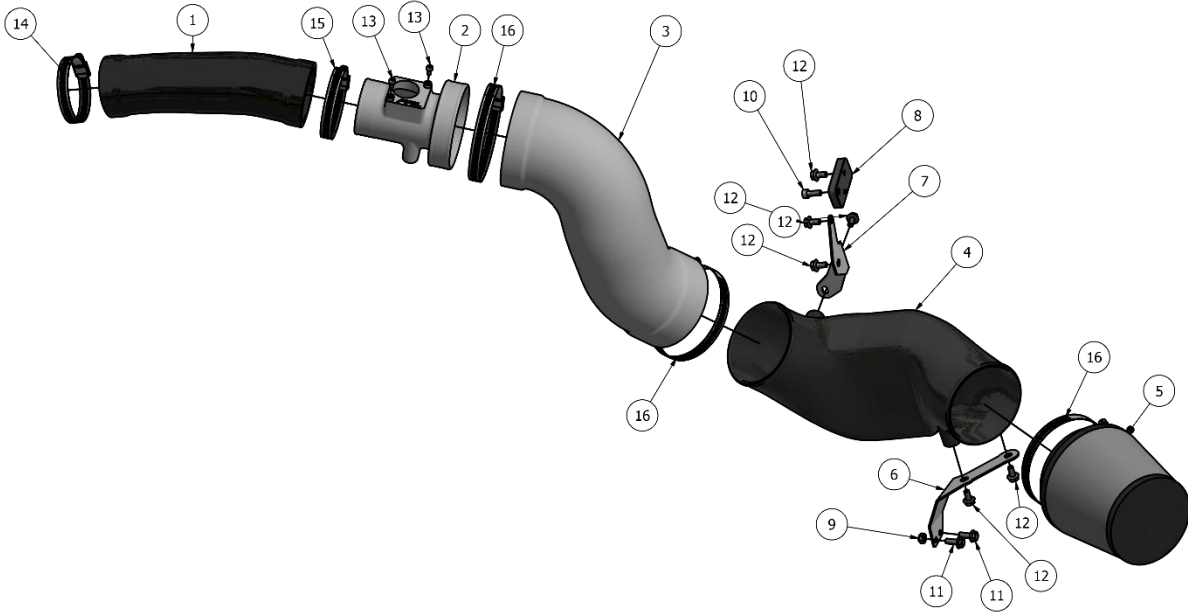
Installation Instructions

PRL-HC10-INT-CAI-C: PRL Motorsports Cobra Cold Air Intake (2016, 2017, 2018, 2019, 2020 Honda Civic 1.5L Turbo)

- **REQUIRES “RACE MAF” SPECIFIC ECU CALIBRATION**

Tools Needed:

- Ratchet
- Extension
- 10mm Socket
- 8mm Socket
- 10mm Wrench
- Flathead Screwdriver
- Phillips-Head Screwdriver
- 3mm Hex-Key / Allen wrench
- 5mm Hex-Key / Allen wrench



Item	Qty	Part Number	Description
1	1	SIL-HC10-INT-UPR-B	2016+ Honda Civic 1.5T Upper Silicone Hose, Race
2	1	RAW-HC10-INT-MAF-C	2016+ Honda Civic 1.5T MAF Housing, Race
3	1	SIL-HC10-INT-LWR	2016+ Honda Civic 1.5T Lower Silicone Hose
4	1	RAW-HC10-INT-ROTO	2016+ Honda Civic 1.5T Cold Air Intake Lower Rotomolded Intake Tube
5	1	PRL-AF-4258	PRL Motorsports 4" Air Filter (Short), Oiled
6	1	RAW-HC10-INT-BKT-A	2016+ Honda Civic 1.5T Cold Air Intake Lower Bracket
7	1	RAW-HC10-INT-BKT-B	2016+ Honda Civic 1.5T Cold Air Intake Middle Bracket
8	1	RAW-HC10-INT-CLB	2016+ Honda Civic 1.5T Cold Air Intake Clutch Line Relocation Bracket
9	1	92461A300	Nylock Nut M6 x 1.00 x Zinc
10	1	91292A135	SHCS Bolt M6 x 1.00 x 16mm 18-8 Stainless
11	2	M6x1.00x16-FB	Flange Bolt M6 x 1.00 x 16mm 10.9 Zinc
12	6	M6x1.00x12-FB	Flange Bolt M6 x 1.00 x 12mm 10.9 Zinc
13	2	91292A108	SHCS Bolt M4 x 0.70 x 8mm 18-8 Stainless
14	1	9440	Breeze Liner 9440 #40 Hose Clamp, 304 Stainless
15	1	9444	Breeze Liner 9444 #44 Hose Clamp, 304 Stainless
16	3	9464	Breeze Liner 9464 #64 Hose Clamp

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 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 all PRL Motorsports products

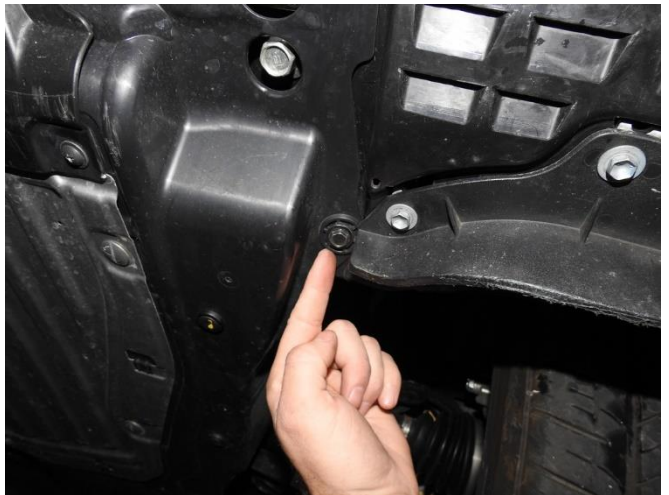
To Start:

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.

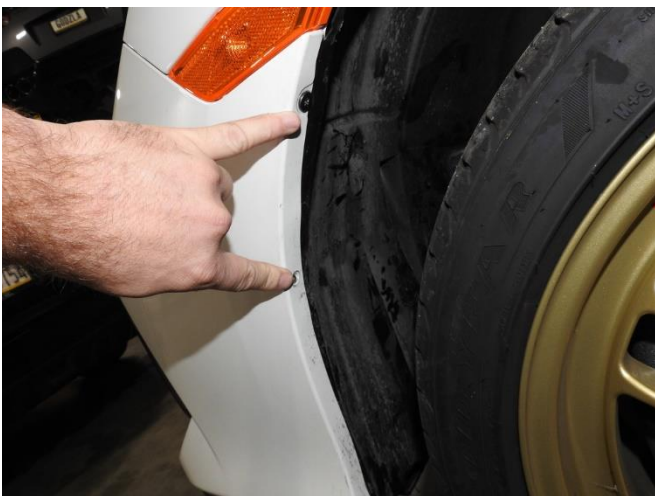
2. We recommend raising the front end of the car at 18-24" off the ground for comfort. However, if you do not have access to lift equipment such as a jack, this intake system can still be installed on the ground. Lowered vehicles may increase difficulty due to decreased workspace within the wheel-well.

NOTE: Always use proper safety equipment such as jack-stands and engage the emergency brake when working underneath of a vehicle. When using a jack, be sure to use designated jack-points for safety and to avoid damage. Make sure that the emergency brake is functioning properly.



4. Remove these two 10mm head bolts that hold the under-shielding on the outside(s) of the plastic flap.

NOTE: There is no need to remove the (3) 10mm head bolts that hold the plastic flap onto the under-shielding.



3: Remove the two Phillips-Head screws towards the front lower half of the wheel-well that attach the bumper to the inner fender liner.



5. Remove these two plastic clips attaching the front bumper cover to the under-shielding by popping the middle circular clip with a flathead screwdriver.



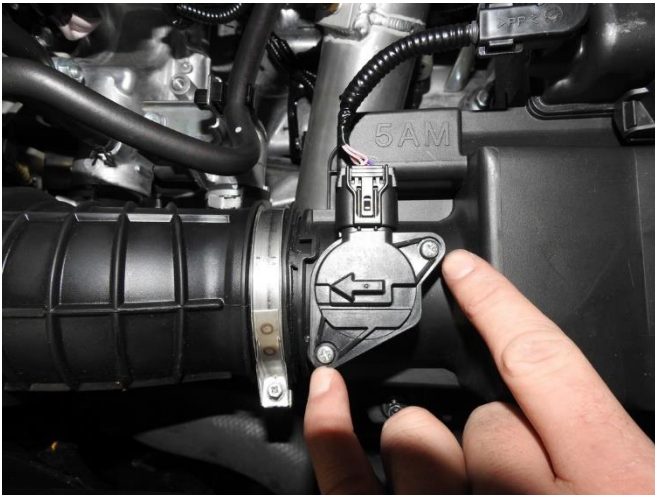
6. Remove this plastic clip located in the front of the wheel-well in the same fashion as the last two.



7. Pull the under-shield/inner fender liner aside towards front wheel to expose the area behind the bumper.



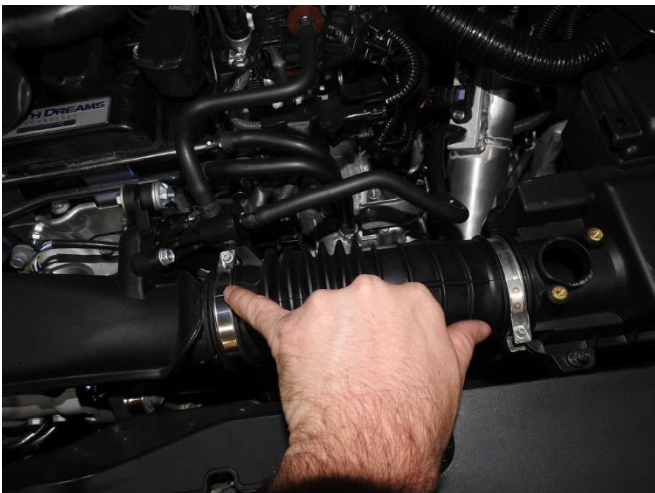
8. Pop the MAF Sensor's wiring harness clip from the upper air box by pushing both sides of the retaining clip in with a flathead screwdriver.



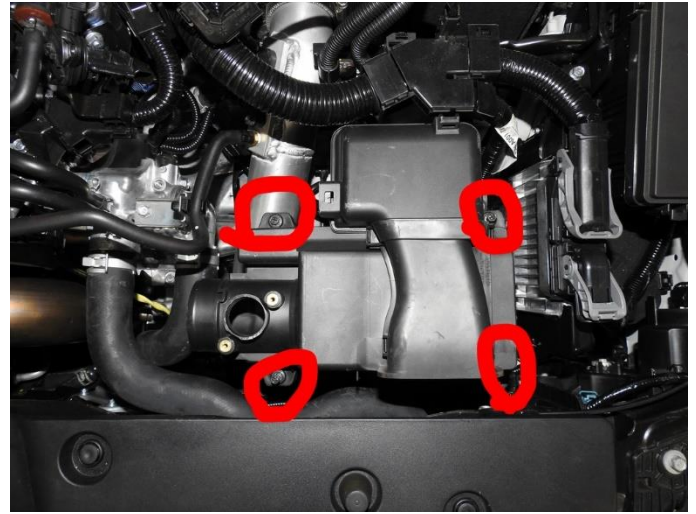
9. Remove the two Phillips-Head screws attaching the MAF sensor to the MAF housing. Apply pressure to the screws with the screwdriver to avoid rounding/stripping the heads of the screws.



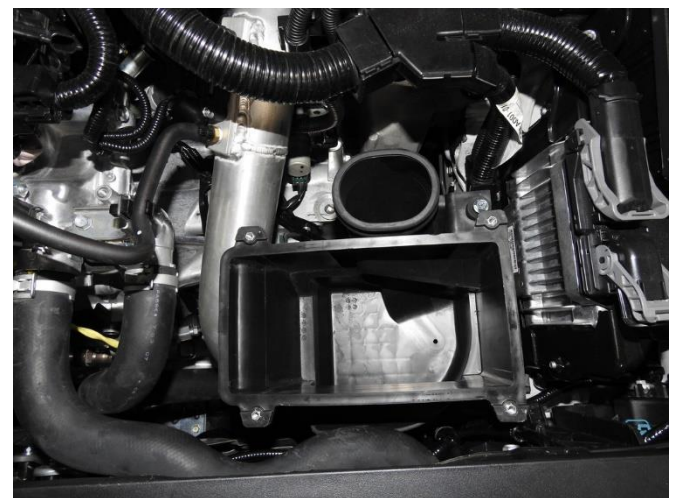
10. Once the screws have been removed, gently set the MAF sensor and harness aside in a spot that it will not get damaged for later use.



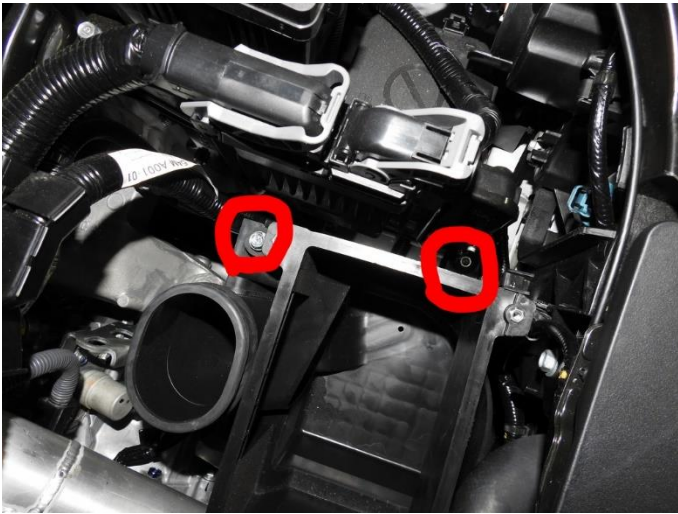
11. Loosen both clamps on the ends of the corrugated inlet hose with an 8mm socket or Phillips-Head screwdriver to remove the inlet hose assembly.



12. Loosen the air box cover's four bolts and remove.



13. Remove the air filter.



14. Loosen the two 10mm head bolts and push the lower air box piece towards the front of the car to separate it from the air box dampener's rubber nipple below.



15. Remove the two 10mm bolts that attach the lower air box bracket to the chassis



17. Remove the two 10mm head bolts to remove the dampener. It is a rather tight fit, so it will take some fighting and angling to be removed.

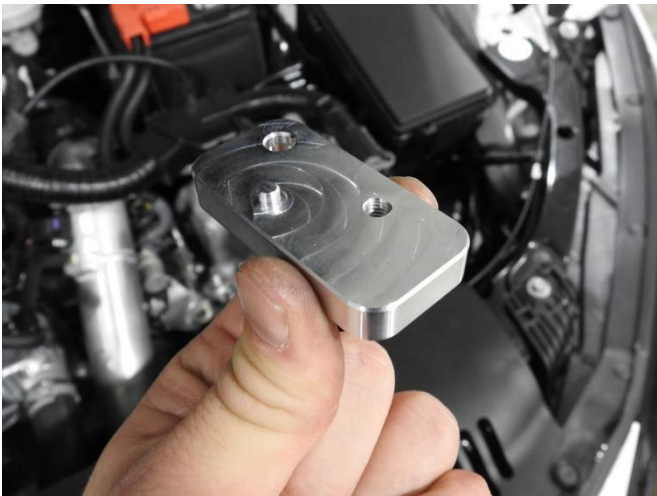
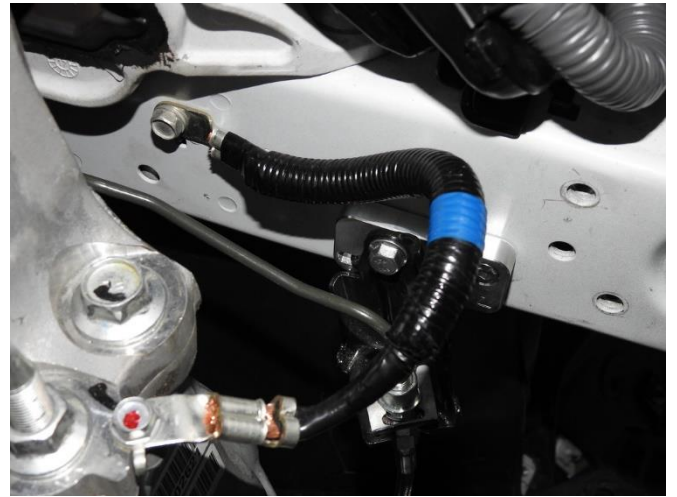


16. The air box dampener should now be visible below where the upper air box unit once was. We already had this removed because of our intercooler piping, so this was already installed. The unit goes together like followed:



18. Remove the 10mm head bolt attaching the factory clutch line bracket to the chassis. Please note that this bracket has a locating tab.

NOTE: Only applicable on Manual Transmission applications. Skip this procedure and move onto the next step.



19. Install the billet clutch line relocation bracket with the supplied M6x16mm socket head cap screw bolt using the locating tab. Attach the factory clutch line to the relocation bracket using a supplied M6x12mm flange bolt using the locating tab.

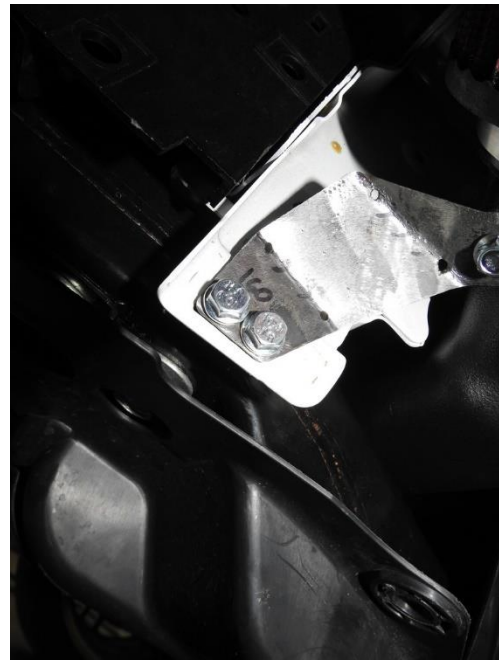
NOTE: Only applicable on Manual Transmission applications. Skip this procedure and move onto the next step.



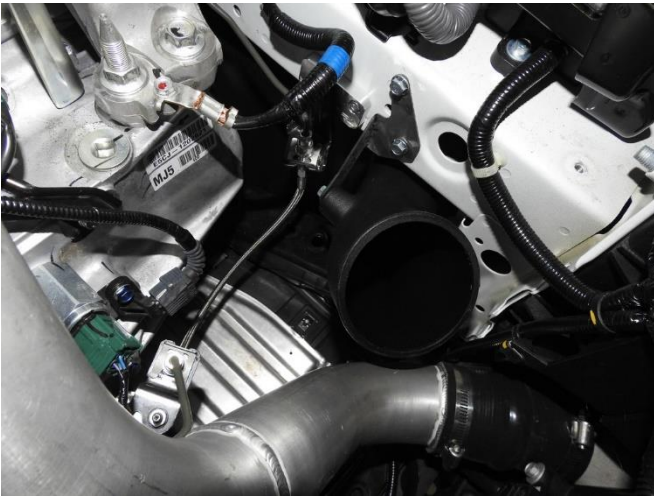


20. Loosely attach the lower bracket to the bottom of the rotomolded intake piece with two of the supplied M6x12mm flange bolts.

NOTE: We do not recommend installing the air filter yet, as the next step(s) are much easier without the filter attached.



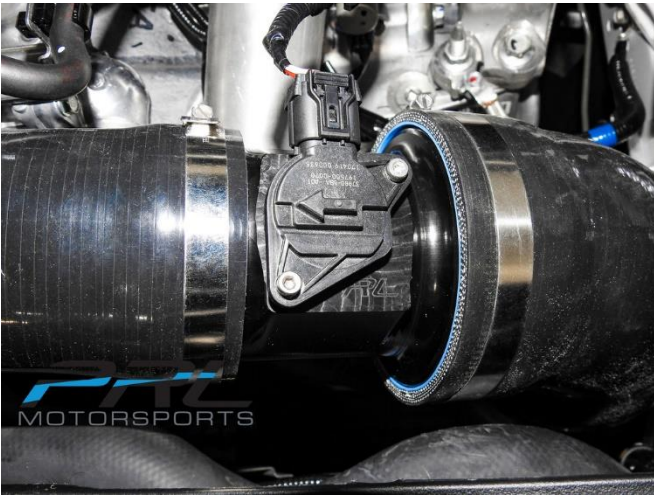
21. Loosely attach the lower bracket to the chassis with two of the supplied M6x16mm flange bolts. One bolt is to be threaded into the chassis, while the other is to be pushed through the chassis' untapped square hole and threaded into the supplied nylock nut behind this.



22. Loosely attach the upper bracket to the rotomolded intake piece with a supplied M6x12mm flange bolt and loosely attach the bracket to the chassis with two supplied M6x12mm flange bolts.



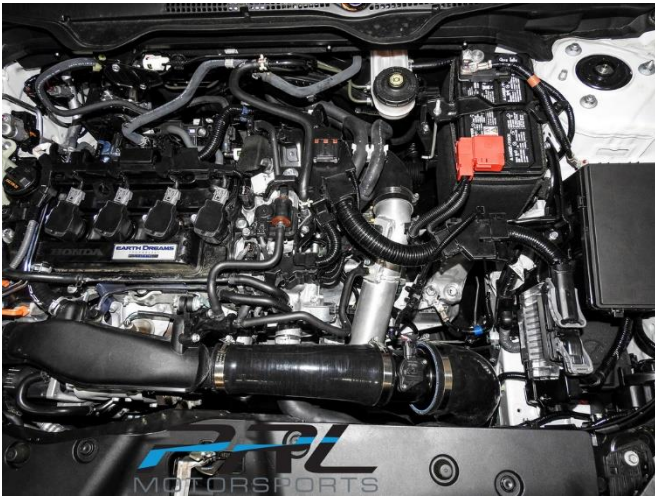
24. Loosely attach the upper intake hose to the billet MAF sensor housing, making sure the radius of the hose angled up and that the MAF housing is butted up against the hose's pocketed receiving groove for smooth airflow.



23. Loosely attach the 4" silicone hose to the rotomolded intake piece, making sure both 4" clamps are oriented in an accessible area.



25. Loosely attach the large side of the billet MAF sensor housing to the 4" silicone hose and finish attaching the connected upper housing assembly to the factory black plastic inlet pipe.



26. Inspect the rotomolded intake piece for proper fitment. Once fitment is as desired, all brackets can be tightened down starting with the lower bracket. Rotate any silicone hoses if needed and tighten all clamps.

Attach the MAF sensor to the billet MAF sensor housing using the two supplied M4x8mm socket head cap screws. Do not over tighten the M4 SHCS bolts, as these only need to be snug.



27. Attach the air filter to the rotomolded intake piece.



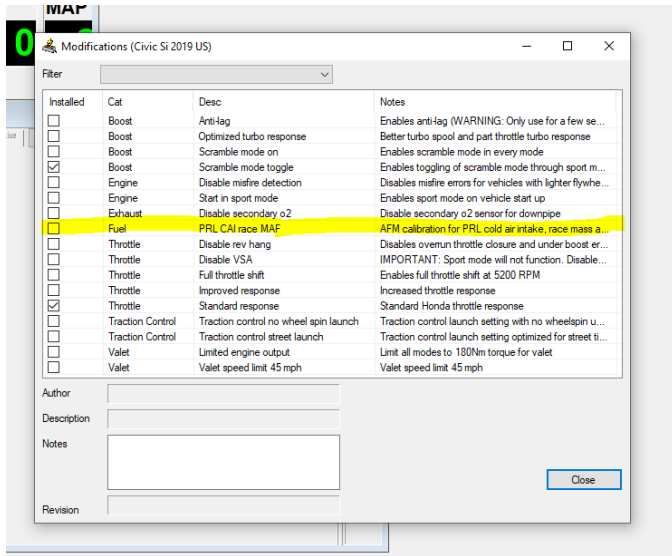
28. Push the under-shield/inner fender liner back into place and attach all plastic clips or bolts that were removed.

29. Lower the car back onto the ground (if lifted) and check for any loose connections.

30. Reconnect the negative battery terminal.

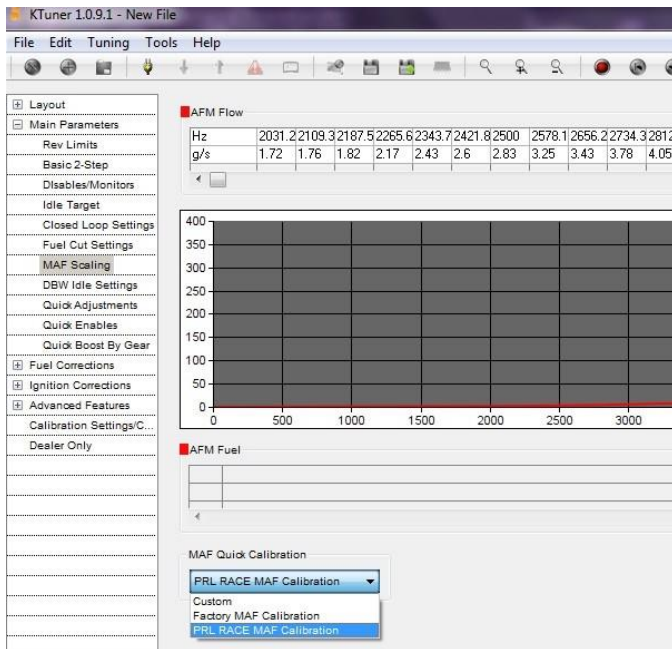
ECU Calibration:

1. Open your preferred ECU tuning software. Hondadata users, please see Step 2. KTuner users, please skip to Step 4.



2. Open your desired basemap calibration provided default from Hondadata. For new users or if using a new basemap calibration, a popup "Modifications" window will immediately appear after choosing from the list of calibrations. This tab can also be accessed by clicking "File" and selection "Modifications..."

3. Save the file and upload the current calibration to the ECU.



4. Open your desired basemap calibration provided default from KTuner. Select "MAF Scaling" under the "Main Parameters" drop-down menu on the right hand side. Select "PRL RACE MAF Calibration" from the drop-down options under "MAF Quick Calibration."

5. Save the file and upload the current calibration to the ECU.

Road Testing:

1. Start the vehicle with the transmission in neutral or park and the emergency brake still engaged. Listen for any air leaks, vibrations or odd noises. Make any adjustments or fixes if needed.

NOTE: This intake system will function like the factory intake system aside from being much louder and providing more response/power.

2. Test drive the vehicle. Again, listen for any noises.

3. If road test is fine, you can now enjoy your intake system!

Maintenance:

PRL Motorsports recommends visually inspecting the air filter for screen visibility at every oil change and requires cleaning the air filter element whenever the screen is no longer visible or every 30,000 miles, whichever comes first. When used in dusty or off-road environments, filters will require cleaning more often. To clean and re-oil, our #2801 filter cleaning & recharge kits can be purchased on our site our through an authorized PRL Motorsports vendor.

Filter Recharging:

- Pre-Cleaning:** Tap the filter or blow with air to remove excess dirt.
- Apply Cleaner:** Spray the filter with cleaner kit and allow the solution to soak in for about 15 minutes.
- Rinse:** Rinse the filter with warm water, clean side to dirty side to flush out the dirt.
- Drying:** Allow the filter to dry naturally. Try to avoid heat to avoid shrinking the cotton.
- Apply Oil:** Re-Oil the filter using the filter oil by using 1 spray per 2 square inches of filter. Be sure to not over-oil filter.