

PRL MOTORSPORTS

2018+ Honda
Accord 2.0T



HV HIGH
VOLUME
INTAKE SYSTEM

INSTALLATION GUIDE

Before Installation

Product: PRL-HA10-20T-INT-HVI

PRL Motorsports 2018+ Accord 2.0T **HIGH VOLUME INTAKE SYSTEM**

Fitment: 2018+ Honda Accord 2.0T

Notes: This product does not require a tune, although getting a custom tune for your vehicle and setup will maximize potential power of your setup and yield best results.

Install Time: Approximately 1 - 1.5 Hours

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.

Disclaimer:

Not 50 state compliant; Please see Prop 65 Warning for California Residents.

This product is intended for **OFFROAD USE ONLY**.

PRL Motorsports is not responsible for any vehicle damage or personal injury due to installation error, misuse, or removal of PRL Motorsports products.

PRL Motorsports suggests trained professional installation on all products.

Tools Required:

- Ratchet
- Extension (8"-10" Swivel Head recommended)
- 10mm Socket
- 8mm Socket
- 10mm Wrench
- Flat-Head Screwdriver and Plastic Panel Tool
- Phillips-Head Screwdriver
- 3mm Hex-Key/ Allen Wrench
- 5mm Hex-Key/ Allen Wrench



Component List

| # | Part # | Qty | Description |
|----|----------------------------|-----|---|
| 1 | RAW-HA10-20T-INT-ROTOCOVER | 1 | 2018+ Honda Accord 2.0T HVI System Air Box Lid |
| 2 | RAW-HA10-20T-INT-ROTOBOX | 1 | 2018+ Honda Accord 2.0T HVI System Air Box |
| 3 | PRL-AF-4258 | 1 | PRL Motorsports Air Filter 4" Inlet (Short) |
| 4 | MCM-90909A722 | 8 | BHCS M5x10mm; Flanged 316 Stainless |
| 5 | RAW-HA10-20T-INT-HVI-MAF | 1 | 2018+ Honda Accord 2.0T HVI System MAF Housing |
| 6 | RAW-HA10-20T-INT-HVI-BASE | 1 | 2018+ Honda Accord 2.0T HVI System MAF Housing Base |
| 7 | SIL-HA10-20T-INT-HVI-HOSE | 1 | 2018+ Honda Accord 2.0T HVI System Silicone Hose |
| 8 | BRZ-CLAMP-9448 | 1 | Breeze Liner 9448 #48 Hose Clamp, Stainless |
| 9 | BRZ-CLAMP-9444 | 1 | Breeze Liner 9444 #44 Hose Clamp, Stainless |
| 10 | BRZ-CLAMP-3820 | 1 | Breeze Mini 3820 #20 Clamp |
| 11 | BRZ-CLAMP-3808 | 1 | Breeze Mini 3808 #8 Clamp |
| 12 | RAW-HCR-INT-EVAP | 1 | 2018+ 2.0T Accord Machined EVAP Fitting |
| 13 | MCM-91292A125 | 4 | SHCS Bolt M5 x 0.80 x 12mm 18-8 Stainless |
| 14 | MCM-91292A108 | 2 | SHCS Bolt M4 x 0.70 x 8mm 18-8 Stainless |
| 15 | RAW-HA10-20T-INT-HVI-BKT1 | 1 | 2018+ Honda Accord 2.0T HVI System Bracket 1 |
| 16 | RAW-HA10-20T-INT-HVI-BKT2 | 1 | 2018+ Honda Accord 2.0T HVI System Bracket 2 |

Installation

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.

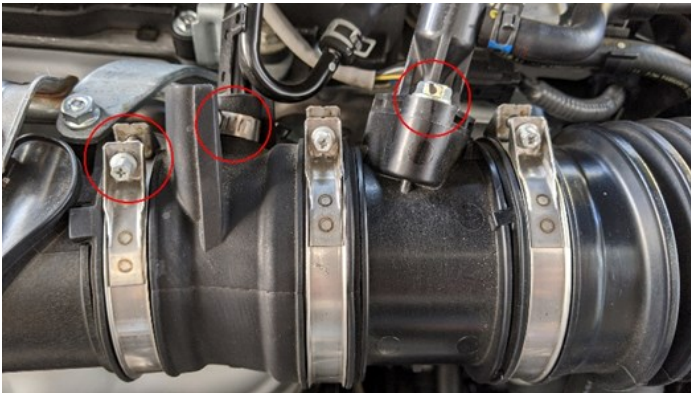
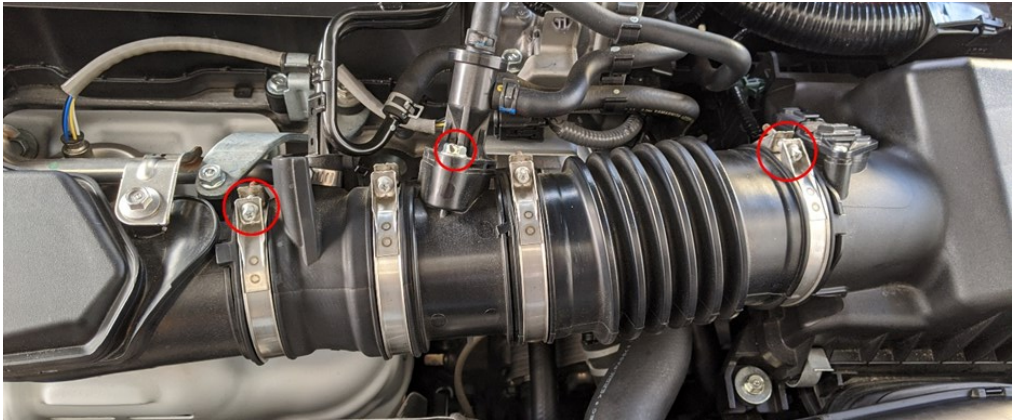
NOTE: Disconnecting the negative battery cable erases pre-programmed electronic memories. It is recommend to save any memory settings before disconnecting the negative battery cable. Some radios will require an anti-theft code to be entered after the negative battery cable is reconnected. The anti-theft code is typically supplied with the owner's manual. In the event that your vehicles anti-theft code cannot be recovered, contact an authorized dealership to obtain the vehicle's anti-theft code.

Make sure that the emergency brake is functioning properly.

2. Remove the 4 plastic clips holding the intake duct to the plastic shroud. This can be done with either a flathead screwdriver or a plastic panel tool to avoid scratching.



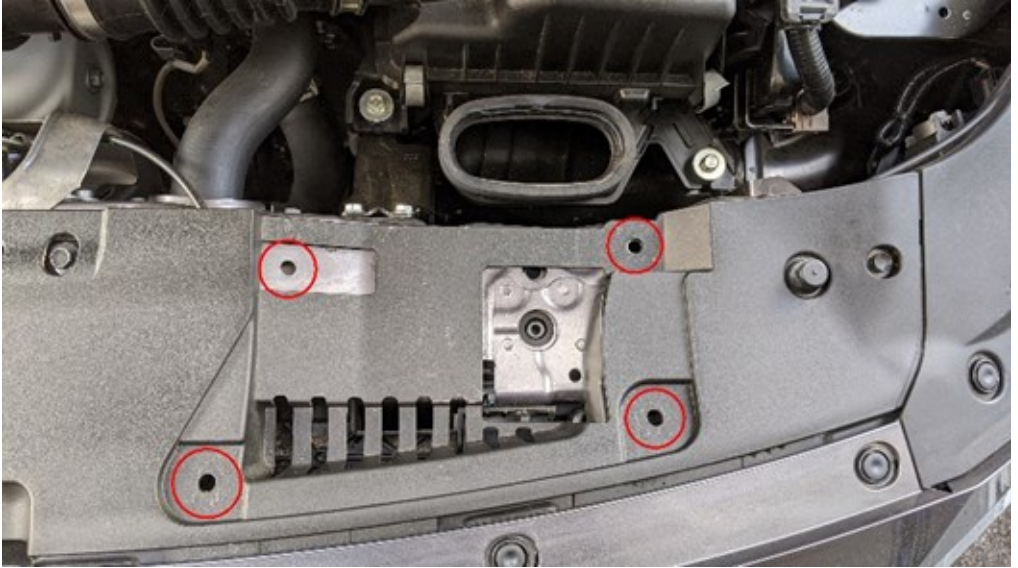
3. On the stock intake tube, loosen the clamps on each end, one connected to the airbox and the other connecting to the plastic inlet pipe. Remove the small hose clamp from the evap system, and the two bolts on the adapter section, one is behind the hose shown in the picture. Below shows an example of what the connection looks like.



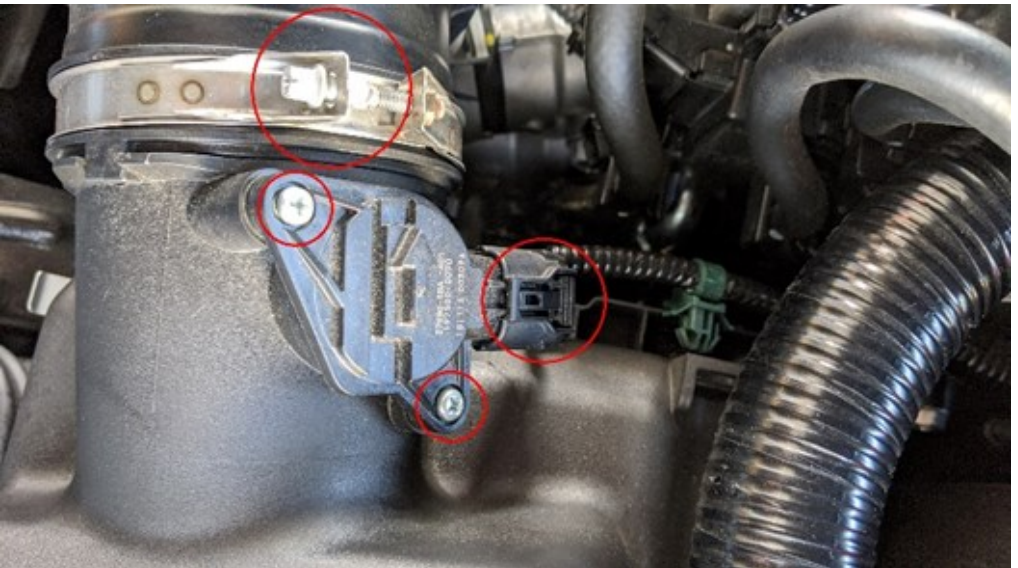
4. Release the intake duct from the shroud and the rubber connection between the intake duct and the airbox. This allows easier access to the airbox assembly.



5. After plastic intake duct removal.



6. Release the MAF sensor plug connection and remove the two screws securing the MAF sensor to the factory airbox. Carefully remove the MAF sensor and set aside, be sure not to damage the sensor as they are costly to replace.

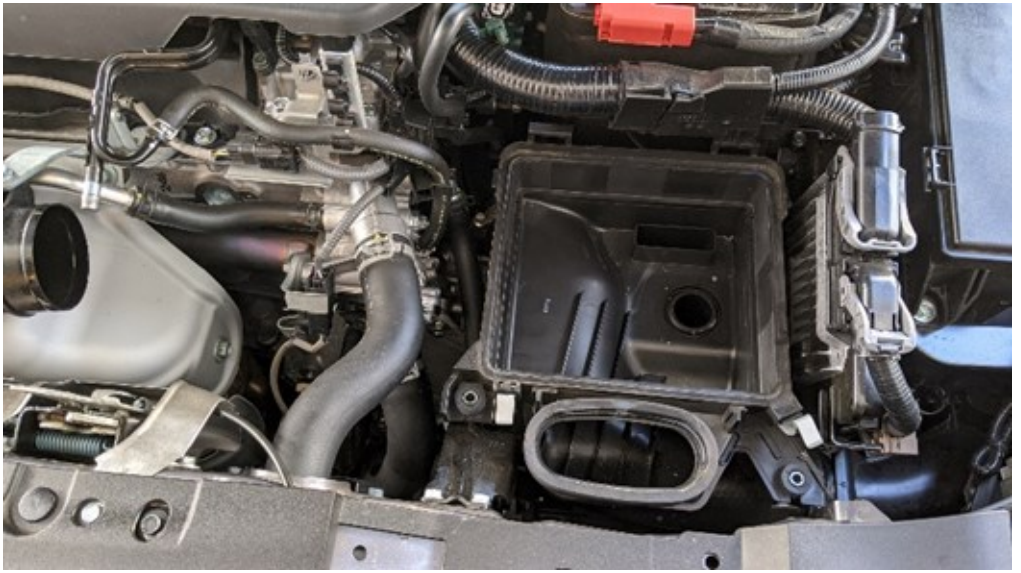


7. Release the clips from the top airbox lid to reveal the filter. Now with easier access, remove the two front bolts with the dampeners. DO NOT misplace the dampeners, they are needed later for installation of the PRL airbox.

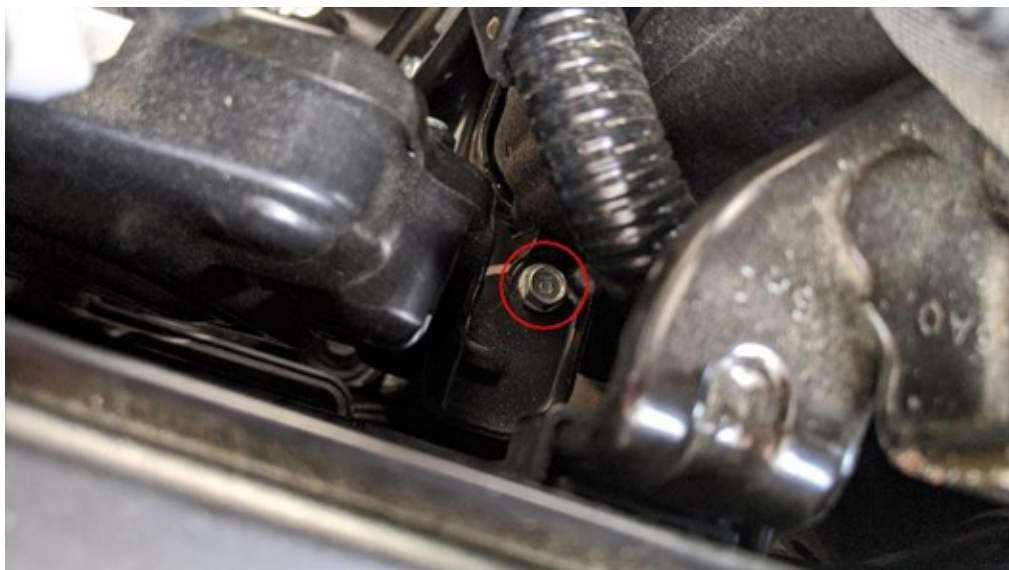


8. One final bolt remains on the side of the airbox, it is recommended to remove the ECU to provide better access. Or use a swivel head. If removing the ECU and reinstalling be sure to take extreme caution not to damage any pins, these are sensitive and important for the full operation of your vehicle. ECU's are expensive to replace!





If choosing to remove the ECU there are two extra bolts that need to be removed from the ECU mount to fully remove it and make room to access the above bolt.



9. Pull the rubber grommet off of the standoff next to the fusebox, this requires quite a bit of force to remove, some leverage may need to be used with a pry tool. Insert this into the bottom of the PRL airbox.





10. A full layout of the airbox assembly components.



11. Remove bolts from airbox lid, remove lid. Pull out the packing material and remove filter from plastic packaging. Insert the machined MAF to filter adapter into the filter and tighten the hose clamp.





12. Hold the filter and adapter assembly inside the airbox and align with the airbox inlet hole.



13. Place the MAF housing onto the adapter and secure using the 4 supplied M5x12mm bolts. Torque these bolts to 11.2 ft/lbs. This will “sandwich” the airbox in between both MAF components. With this connection the airbox acts as a crush washer seal.



14. The filter should be secured to the adapter with gaps around each side of the filter for optimal performance. The filter should not be touching the inside walls of the airbox.



15. Place the side cover back on and secure using the supplied bolts. To avoid the bolts from backing out or becoming loose, we recommend torquing these bolts to 24 in/lb. These bolts come with Loctite on them, if replacing use blue Loctite to reinstall.



16. Secure the bracket under the MAF housing to the airbox. This should be done while the airbox is outside of the vehicle.



17. The bracket by the intake duct connection should be installed prior to placing the airbox in the vehicle as well.



18. Both of the brackets utilize the factory rubber dampeners. Place them inside the bracket eyelet that houses them.



19. Place the MAF sensor in the PRL MAF Housing, connect the MAF sensor plug and secure using the PRL SUPPLIED BOLTS. **NOTE: The factory bolts will not work properly, they are a different length.** Keep your factory bolts in a safe place if reverting back to stock in the future

21. Place the PRL silicone hose in place of the factory hose location. Install all clamps on before installing the hose. Insert the plastic evap system adapter into the silicone piece. Rotate so that each vacuum line can be attached onto the plastic evap adapter. Attached the vacuum lines and slide the clamps over the edge of the bead. Tighten the clamp on the silicone piece to secure the plastic evap adapter.



22. Once everything is secured into place with the silicone and evap system connection orientation, reinstall the factory rubber piece for the duct and install the factory intake duct as done in the first steps.



23. The final assembly. Secure all hose clamps and double check all connections and bolts incase anything was missed or not fully tightened. If everything is fully connected and secure, start the vehicle. If your vehicle does not appear to be operating correctly, shut the vehicle off immediately. The vehicle may display a check engine light or assists error. If the vehicle appears to be operating correctly, and an error is still displayed operated the vehicle for a few miles and the code should clear.

This intake does not require a tune, though the performance increase will be greater if an engine management system is utilized and a custom tune is done in conjunction with this intake system.



Additional Information

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. If a CEL appears and everything is operating correctly, drive the vehicle a few miles and the CEL should clear.

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 frequently. To clean and re-oil, our #2801 filter cleaning & recharge kits can be purchased on our site or through an authorized PRL Motorsports dealer.

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 air dry. 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



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