

PARL

MOTORSPORTS

INSTALLATION GUIDE



11TH GEN HONDA CIVIC (2022+)
SUBFRAME REINFORCEMENT
SYSTEM (SRS)

PRL INSTALLATION OVERVIEW

PRODUCT: PRL-HC11-SRS - PRL MOTORSPORTS SUBFRAME REINFORCEMENT SYSTEM

FITMENT: 2022+ Honda Civic (Sport, SI, Type-R, Base)

INSTALLATION TIME: Approximately 4-5 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

Extensions (6 - 12" Length)

Metric Socket Set (10mm-19mm)

Torque Wrench (up to 80 ft/lb minimum)

Jack + Jack Stands



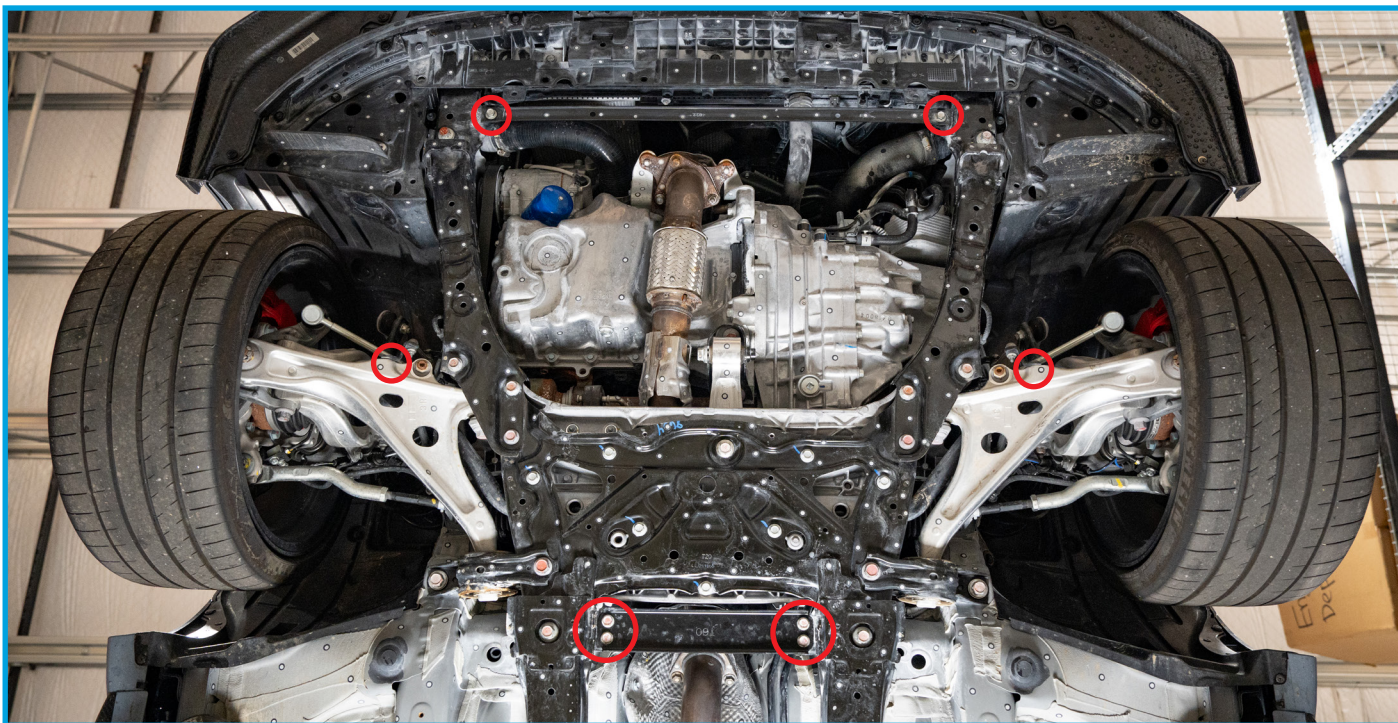


COMPONENT LIST

#	PART #	QTY	DESCRIPTION
1	RAW-HC-RC-1	2	SRS1 - Front
2	RAW-HC-RC-2	4	SRS2 - Front
3	RAW-HC-RC-3	2	SRS3 - Front
4	RAW-HC-RC-4	2	SRS4 - Front
5	RAW-HC-RC-5	2	SRS5 - Front
6	RAW-HC-RC-6	2	SRS6 - Rear
7	RAW-HC-RC-7	2	SRS7 - Rear
8	RAW-HC-RC-8	4	SRS8 - Rear
9	RAW-HC-RC-9	4	SRS9 - Rear
10	Copper Anti-Seize	1	Tube of Copper Anti-Seize

1

Lift your vehicle using either a lift or jack stands. Ensure the front subframe is supported in at least two spots during the installation of the front SRS inserts. Failure to do so may cause damage to the motor/transmission mounts and could cause physical harm.



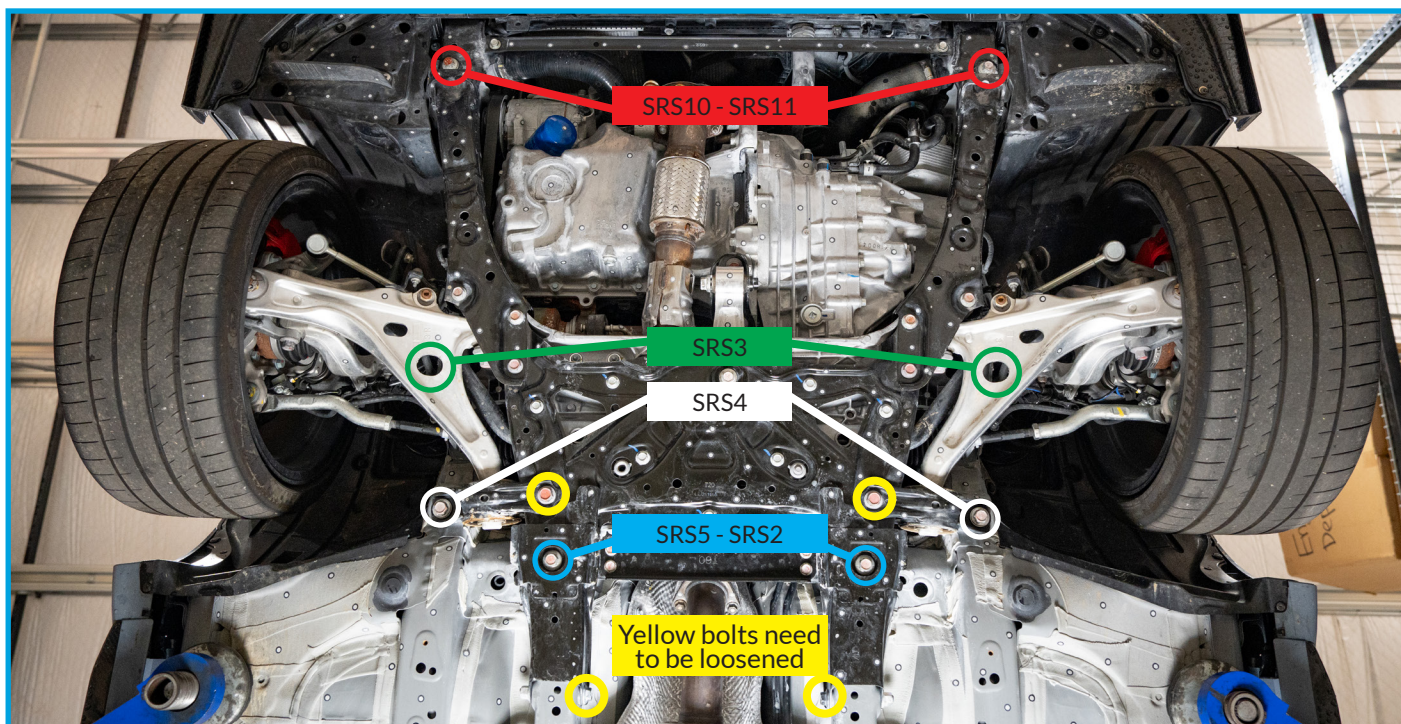
2

Remove the front cross member brace at the front of the vehicle. If your vehicle is equipped, disconnect the ride height sensor bracket from the lower control arm. Also, remove the chassis brace at the back of the subframe.



3

Begin loosening all the bolts highlighted for the SRS inserts, leaving about 2 full turns in the chassis to prevent the subframe and engine from hanging on the upper mounts. Once all the bolts are loosened, lower the subframe until it is held by the bolts momentarily. Using either a pole jack or floor jack, raise the subframe back up just enough to come off the bolt heads, providing maximum clearance.



4

Install one insert at a time, removing only the associated bolt to prevent the subframe from shifting too much. Grease the SRS inserts with the supplied anti-seize compound, applying it only to the faces of the insert that contact the body and subframe. Avoid getting lubricant in the bolt hole, as it will skew the torque reading.

Prying or manipulating the subframe may be necessary for most inserts to fit. Hand-thread the bolts as much as possible when reinstalling with the inserts to avoid cross-threading the body threads.

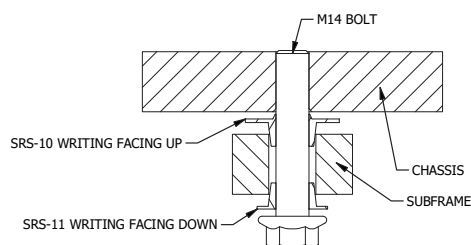


5

Install SRS10 and SRS11. Repeat for both sides:

SRS 10: Text oriented toward the body.

SRS 11: Text oriented toward the head of the bolt.

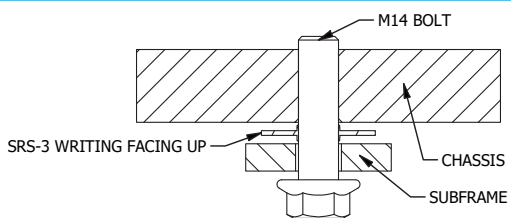


SRS-10 and SRS-11

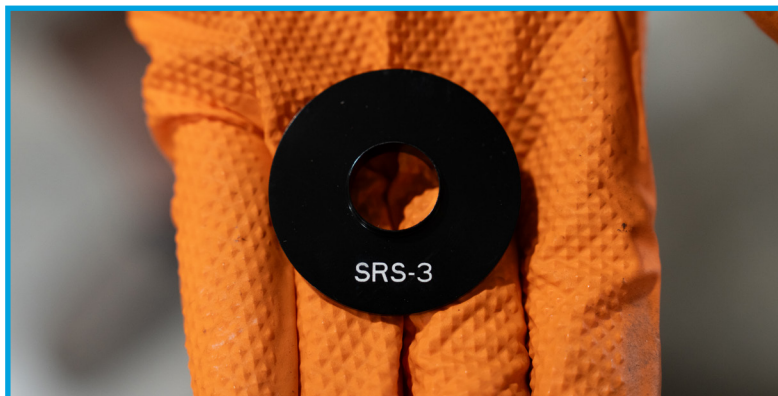


6

SRS 3 requires a 12" extension to go through the hole in the control arm. Repeat for both sides with the text oriented toward the body.

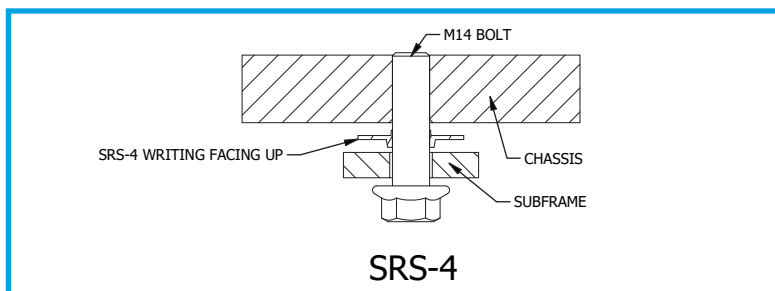


SRS-3



7

Install SRS4 on both sides of the vehicle. If you need, refer to the diagram in step 3 and loosen the inner bolts on the control arm brackets. Repeat for both sides with the text oriented toward the body.

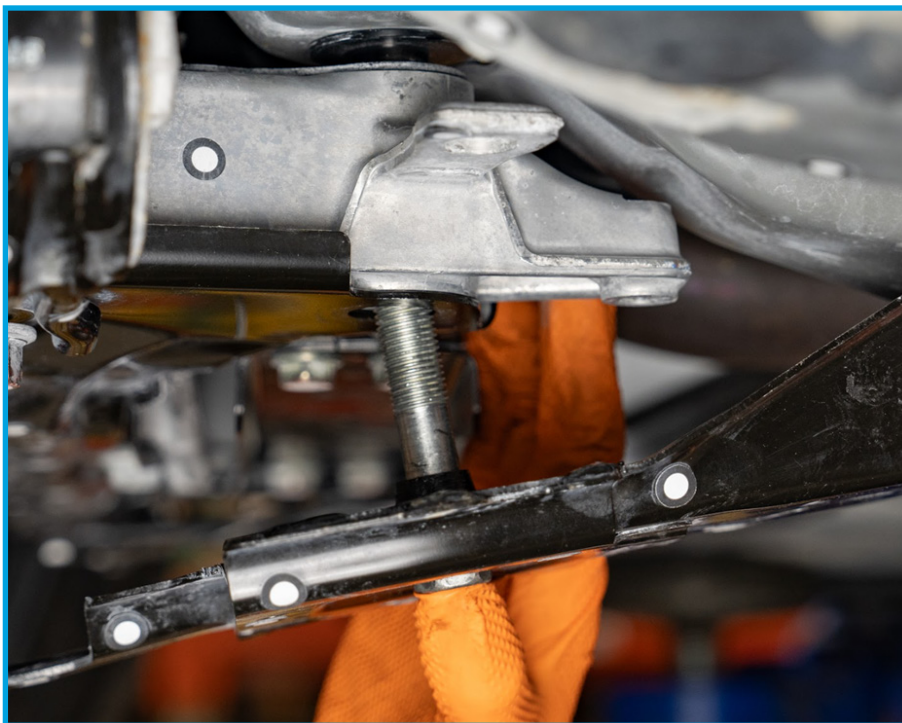
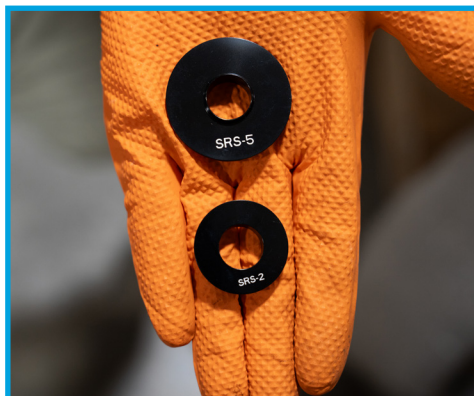
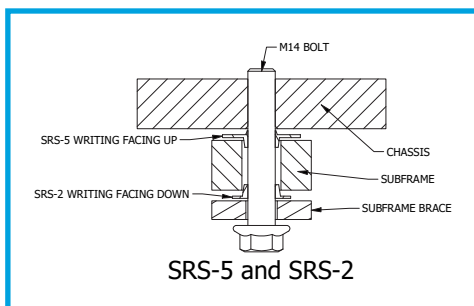


8

Loosen the rear subframe brace bolt so the brace can rotate and be removed. This needs to be done on each side of the car.

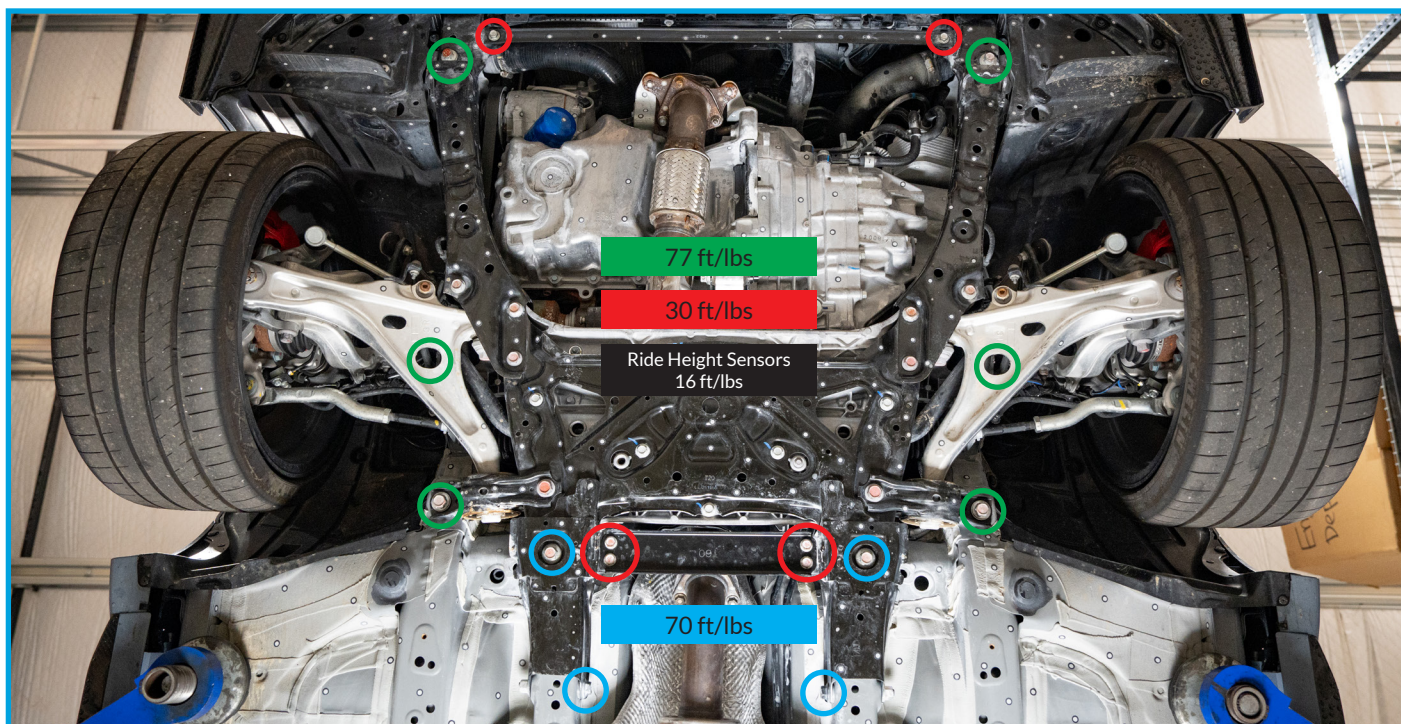
- SRS 5: Text oriented toward the body. SRS 2: Text oriented towards the chassis brace.
- SRS 2: Sits between the rear chassis brace and subframe.

Reinstall the chassis brace with SRS 5 and SRS 2 installed.



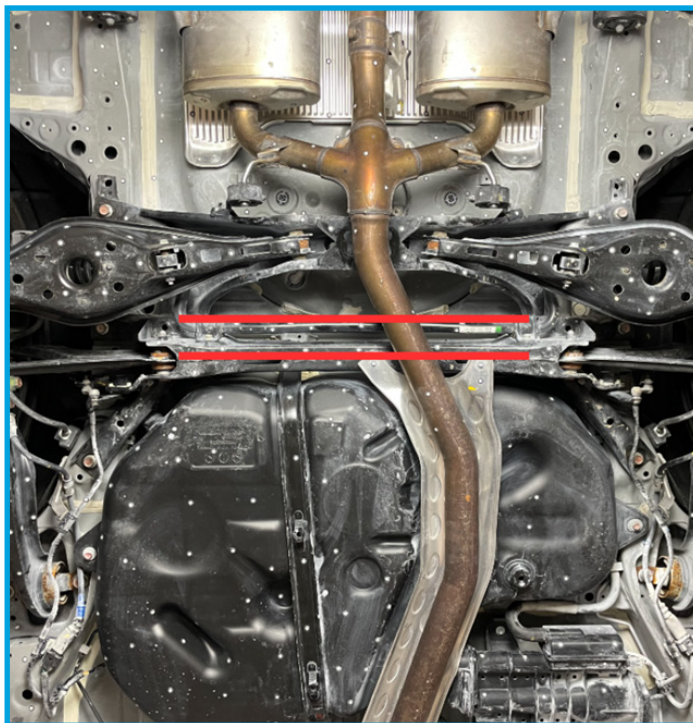
9

Insert your alignment rods (15.5mm thick) through the subframe into the body. Raise the subframe against the body with your jack. This prevents the bolts from pulling in the subframe and avoids possible damage to the threads. Tighten each bolt until snug, ensuring all of the inserts' hats are properly seated. Then torque each bolt to specification.



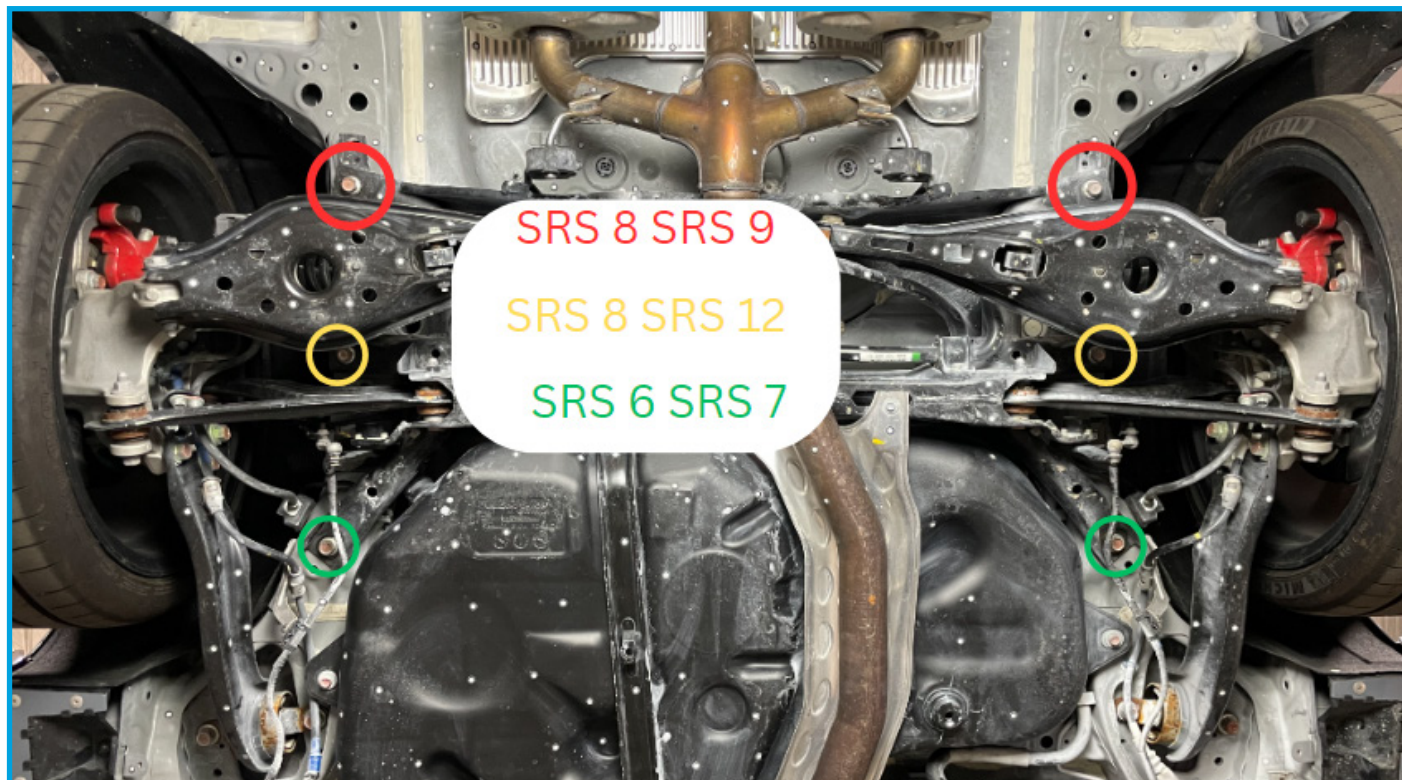
10

Use extreme caution when lowering the rear subframe. Lower it just enough to fit the insert, supporting it on the crossmember as shown. It is easiest to do one side at a time. Loosen all bolts like the front subframe, leaving at least two full rotations in, then lower until you can just fit the insert between the body and subframe. Remove the bolt for the ride height sensor bracket.



11

Reference the diagram below for the install locations for the rear subframe lock down spacers.

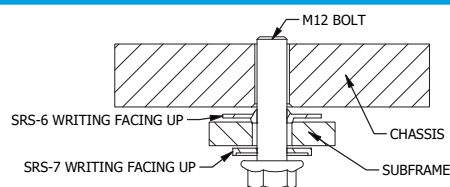


12

Install SRS-6 and SRS-7 on the forward most mounting points for the rear subframe.

SRS 6: Text facing up towards the body.

SRS 7: Sits between the bolt and the subframe, text toward the body.



SRS-6 AND SRS-7

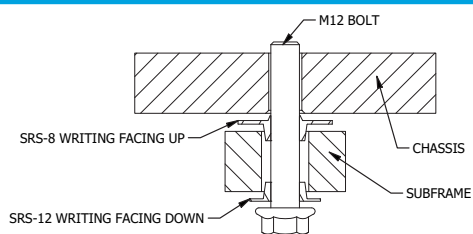


13

Install SRS-8 and SRS-12 on the middle subframe mounting location above the lower control arms. You may find it easier to use a 12" extension to get at the bolt.

SRS 8: Text facing up towards the body.

SRS 12: Between bolt and subframe, text facing down towards the bolt.



SRS-8 and SRS-12

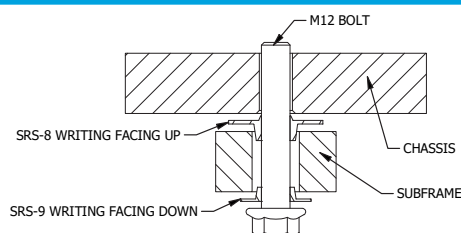


14

The final spacers to install are SRS-8 and SRS-9 on the rearmost rear subframe mounting points.

SRS 9: Between bolt and subframe, text facing down towards the bolt.

SRS 8: Text facing up towards the body.

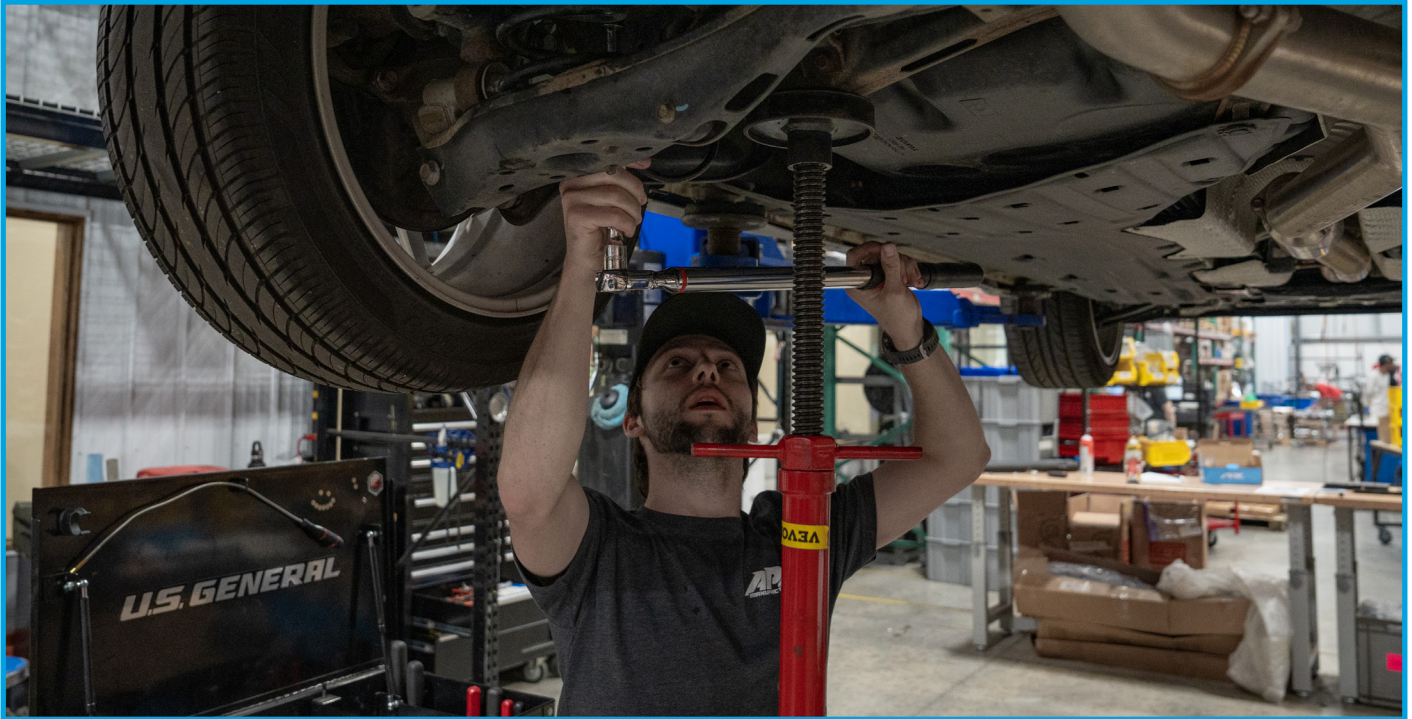


SRS-8 and SRS-9



15

Insert your alignment rod through the subframe into the body, then raise the subframe and hand-thread all bolts. Ensure all insert hats are seated properly in the subframe. Torque all bolts with inserts to 47 lb-ft. Torque the ride height sensor bracket to 16 lb-ft.



16

Double check your work and take the vehicle for a short test drive.
Finish with an alignment



Road Testing Your PRL Subframe Reinforcement Kit

1. Take your vehicle for a test drive. Listen for any clunks or groaning from the suspension and chassis. Some noise is to be expected for everything to seat into place.
2. After driving the vehicle for a few miles, you may want to double check the torque specs on all of the hardware to make sure that all of the bolts are still properly seated.
3. Take your vehicle in for an alignment and enjoy the improved chassis feel with your PRL Subframe Reinforcement System! 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.

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.



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