

Haven't done a write up in a while and not one for a Honda S2k so I figured this was a good one to start with. I tried search but it's always hit or miss with me so I hope it's not a duplicate!

This DIY covers the installation of a PRM Racing Jet Stream intake system on a 2005 Honda S2000. I am sure it is applicable to other years and other intake manufactures. On a scale of 1 - 10 for difficulty I would rank it a 2, quite easy and no special tools are needed.

Tools needed

- 10mm, 3/8 drive, Socket
- 6" 3/8 extension
- Needle nose pliers
- Small channel lock or line's mens pliers
- 8mm, 1/4 drive, socket
- 3" 1/4 extension
- #2 Phillips Screwdriver
- Small flat head Screwdriver

You should also get a small section (approx 6") of stiff mounting plate to make up a bracket, you'll see why later on...

So this is what we start with 😞 Not very flattering



We will be pulling that intake system out and installing the PRM Intake from these pieces 😊



Where to start...



Whelp lets start here... Pull the sensor lead out of the clip on the stock intake tube (sensor is located on the throttle body)



Next using a small pair of channel locks or line's mens pliers undo the large clip on the lower right side of the intake and disconnect the hose



Next use the #2 phillps to undo the throttle body intake hose clamp



Undo the Spring clip on the valve cover breather line at the intake



Next remove the airbox top cover



And now remove the stock intake tube (I did the airbox mod last summer so yours may look a bit different inside)



Next on the lower intake box locate and remove the vacuum in-line solenoid from the lower intake (SUCKER IS TIGHT!)



Now disconnect the wire retaining clip using the needle nose pliers, this will keep it from being damage in case you decide to go back to stock



Next remove the vacuum lines from the lower intake box clips



The large hose disconnect earlier from the stock intake tube is also held in with a clip



Now undo the 3 bolts holding the lower intake box using the 10mm socket (2 on the left side and one on the right side) but don't go pulling it out just yet



Once you get the box unbolted you can get at one more set of vacuum line clips and wire retaining clip off the back of the box

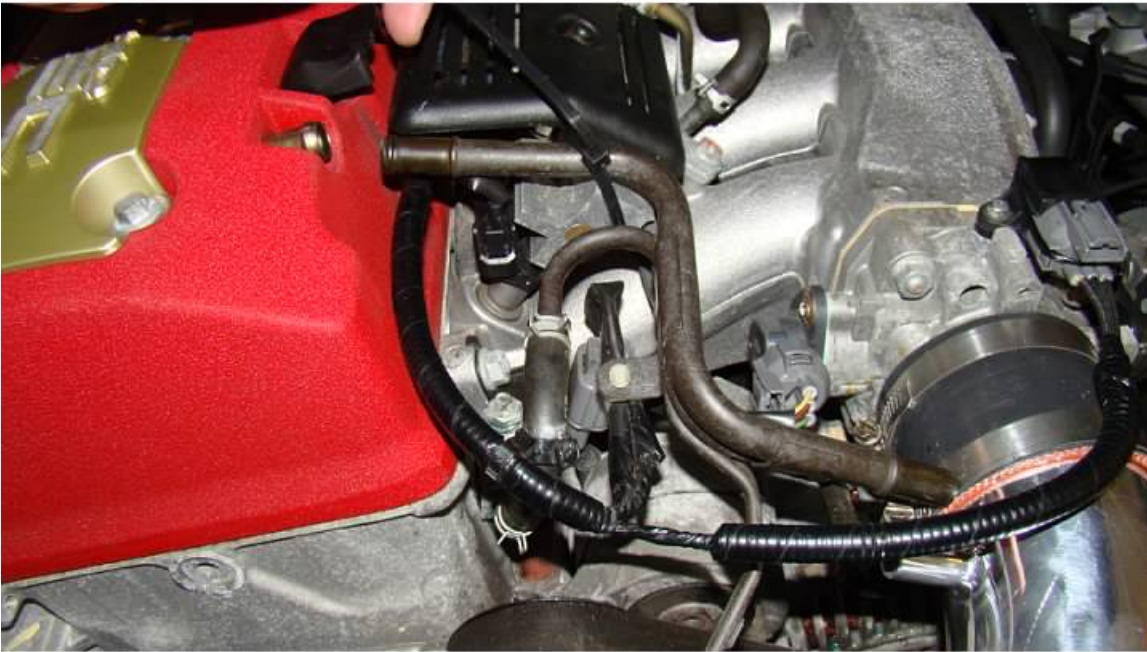


Now lift the box out... Looks pretty baron in there! You will notice in the picture the vacuum in-line solenoid hangs pretty close the the serpentine belt and has no place to attach. Go ahead and disconnect it from the hard line near the top of the motor, will get back to once the intake is installed



Next remove the valve cover breather hose and rubber joint from the valve cover. Using one of the supplied zip ties pull it back tie it off on the fuel rail. Make sure you don't pinch any lines or wires when you do. Doing it like this eliminates the need to re-plumb ALL the vacuum lines and the throttle body coolant lines.





Now install the intake tube using the supplied silicone coupler and hose clamps, just get everything snug to start you may need to rotate it around to get everything lined up. Once it is installed use the large silicone tubing from the kit to connect the intake to the valve cover breather port. I put a bit of WD-40 on the connection points to make it easier to slide the tubing on, I also tossed the factory clamps back on but you don't need too.



Now you can install the PRM Jet Stream filter with funnel to the intake tube (sorry don't have a pic of that)

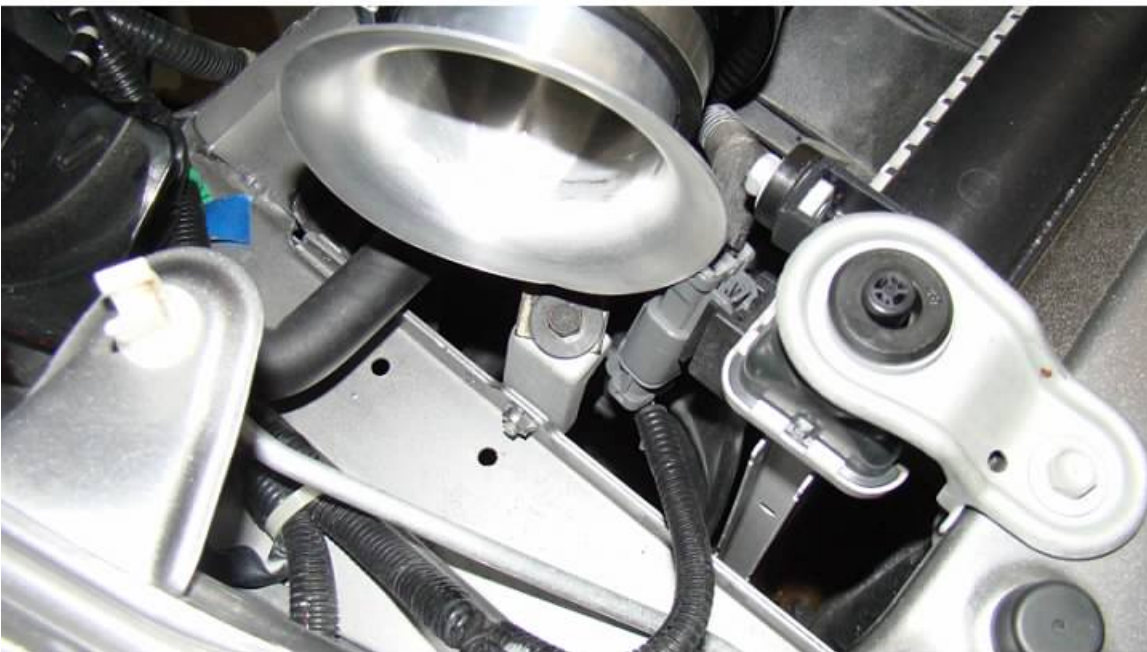
Remember the vacuum in-line solenoid... Well now we finish it. Remove the short line from the solenoid and replace it with the long vacuum line from the kit, reconnect it to the hardline at the top of the motor, using the other supplied zip tie it to the wiring loom that runs along the front cross member. Don't pull it to tight you don't want to crush the lines! (I used a few more just to keep it clean looking)



Now reconnect the large tube on the lower right side of the intake, and using the 8mm socket tighten up all your clamps, then stand back and admire your work... But there is one problem...



The problem is that PRM Racing does not supply a mount for the filter end of the intake. Basically it flops around, not good... What I ended up doing was fabbing up a "S" shaped bracket to go under the funnel clamp and attach to one of the stock lower air box mounts. This keeps the intake from flopping around. Don't over tighten it or you can damage the funnel piece



So now let's start up the car and see how it sounds! 🚗

(vids may still be rendering so be patient)

[S2k PRM Racing Intake Revving](http://www.youtube.com/watch?v=OA_rsLuzmTQ)[media]http://www.youtube.com/watch?v=OA_rsLuzmTQ [/media]

Nice that sounds good! 😊 Now to test drive... To bad you really can't hear it over the exhaust (Invidia N1) nor do you really get a sense of how loud the car is to start with 😊

[S2k PRM Racing Intake Test Drive](http://www.youtube.com/watch?v=LdHJx8hy82k)[media]<http://www.youtube.com/watch?v=LdHJx8hy82k> [/media]

Now did it make a difference.. Well I think it did, here is what I noticed:

1. The exhaust has a deeper tone
2. The throttle reponse is a bit snappier
3. The mid range doesn't feel as a flat as it did
4. VTEC engagement feels/seems softer which make's me think the midrange saw some gains too, which aligns with the mid range improvement I noticed
5. Can't hear it on the video but once VTEC enaaes you can HEAR the air rushina into the intake. Verv cool 😊

Probably won't be able to dyno the car until the May time frame so I have no numbers on what it did really gain, but it is a noticeable improvement over the stock box!

Overall I am quite pleased with the install and the PRM intake, but I do think PRM should throw in the bracket though...

I hope people find this helpful if they tackle this fairly straight forward install!