

PLEASE READ THE INSTRUCTIONS BEFORE FITTING THE KIT
If you have a problem, however small, call our Technical Department.
Tel:- 01925 636950. Fax:- 01925 243111. Mon - Thurs 8.30 - 5pm.

- 1 Remove the complete air filter assembly from the air flow meter (**AFM**). Remove the coil lead from the distributor.
- 2 Release, but don't fully remove, the two screws holding the **AFM** to the mounting bracket.
- 3 Remove the screw completely from the front section of the **AFM** bracket. Fit the plastic spacer and the new long screw and washer supplied. All three screws can now be tightened. This operation is designed to move the air filter away from the battery.
Drawing A.
- 4 **Cold air system.**
Raise the front of the car, taking all the necessary safety precautions.
Carefully expand the flexi cold air hose to approximately 81cm / 32".
- 5 **Fitting the hose**
Two pairs of hands will make the job easier. Ovalise one end, and taking care not to overstretch the hose, feed downwards whilst pulling from underneath. **Drawing A.**
- 6 Bend the hose around the intercooler and attach it to the metal bar behind the grille using a plastic tie. **Drawing B.**
- 7 Position the cold air hose to finish approximately **10cm/4"** from the filter (**no nearer**), and using a second tie attach the cold air hose to the fan support. **Drawing A.**
- 8 Fit the filter to the **AFM**, up to the step in the filter neck, the filter offset should face downwards. Rotate the filter to give 1cm clearance from the battery. Tighten the clip until the filter **just rotates**, then give one full turn (360 degrees). **No more. Don't overtighten the clip.** Finally refit the coil lead to the distributor. **Drawing A.**
- 9 It may be necessary to bend the **AFM** bracket forward to allow the filter to clear the distributor. **Drawing C.**
- 10 **Tuning**
We suggest that a simple **CO** test is carried out, as some cars may be set weaker than the standard setting. The **CO** figure should not be set at more than **0.5%** above the recommended figure.
- 11 **Filter maintenance**
Under normal conditions clean and reoil the filter at approx. 40,000 miles/65,000 km.
Use only K&N cleaner and oil and follow the instruction carefully.

K&N filters are pre oiled ready to fit.

The advantages of K&N's cold air intake system
Cooler air, being denser, will show positive improvements in power over filter systems that draw hot air from the engine bay.

This Kit Should Contain :-

- 1 x Air filter.
- 1 x Hose clip size 48.
- 1 x Cold air hose assembly.
- 1 x Instruction sheet.
- 1 x Instruction pack:-
 - 1 x Filter maintenance sheet.
 - 1 x K&N window sticker.
 - 1 x Million mile warranty card.
 - 1 x Leaflet.
- 1 x Fixing kit containing :-
 - 1 x M6 x 40 screw.
 - 1 x Nylon spacer.
 - 1 x Metal washer.
 - 2 x Plastic cable ties (14" long).

**IMPORTANT INSTRUCTIONS
FOR ROUND ENTRY
CLAMP ON AIR FILTERS**

Gently tighten the hose clip to the point where the filter will just rotate on the pipe or intake flange. Reposition the K&N logo straight, then **give the clip two turns i.e. 360 , no more.**

FITTING YOUR OWN 57i KIT

If not, **it is essential** that the person fitting the kit (e.g. mechanic) **carefully follows these particular instructions** even if he has fitted K&N kits before. This will save you both time and money. Kits incorrectly fitted may show a loss in performance e.g. the positioning of the essential cold air hose, (flexi expandable and rubber hoses are used).

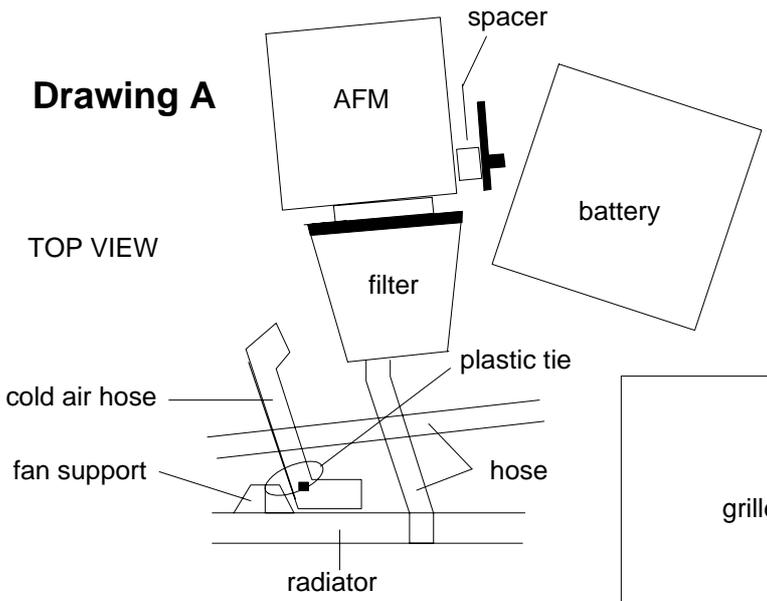
A final check under the bonnet, by yourself, with the instructions, would seem sensible.

PLEASE NOTE :

On some Turbo cars there can be an increase in noise levels on deceleration once the airbox has been removed. This is normal.

Drawing A

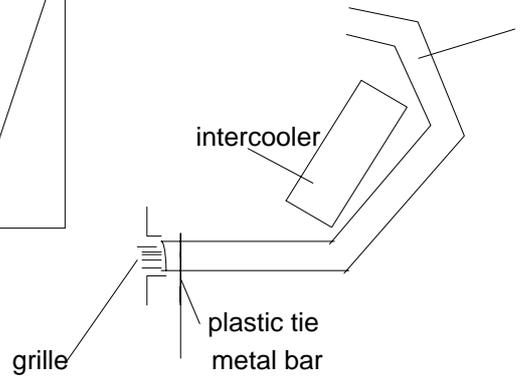
TOP VIEW



Drawing B

cold air hose

SIDE VIEW

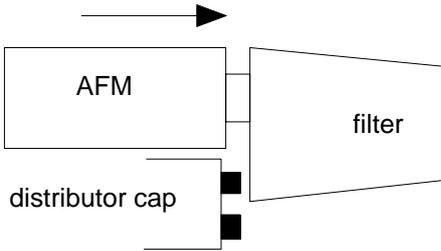


Drawing C

Bend AFM bracket forward to clear distributor cap

OFFSIDE VIEW

Front →



Drawing D

FRONT VIEW

