

PLEASE READ THE INSTRUCTIONS CAREFULLY BEFORE FITTING THE KIT.



Your car and the engine bay should look like the ones in these pictures, if not then talk to your kit supplier. Should you still have a problem, call K&N customer services. Tel: 01925-629609. Fax: 01925-629610.

Photo A

1. Remove the air box assembly plastic cover.

2. Remove the intake pipe from the air box assembly and intake scoop.

Intake scoop



3. Remove the intake scoop from the slam panel by removing the 2 securing screws.

Photo B

1. Unclip the fuel vapor recovery control valve from the air box lid.

2. Pull the amplifier out of the air box lid.

3. Remove the harness grommet from the air box lid and release the mass air sensor (MAS) electrical harness plug.

4. Unclip and remove the intake hose from the air box assembly.



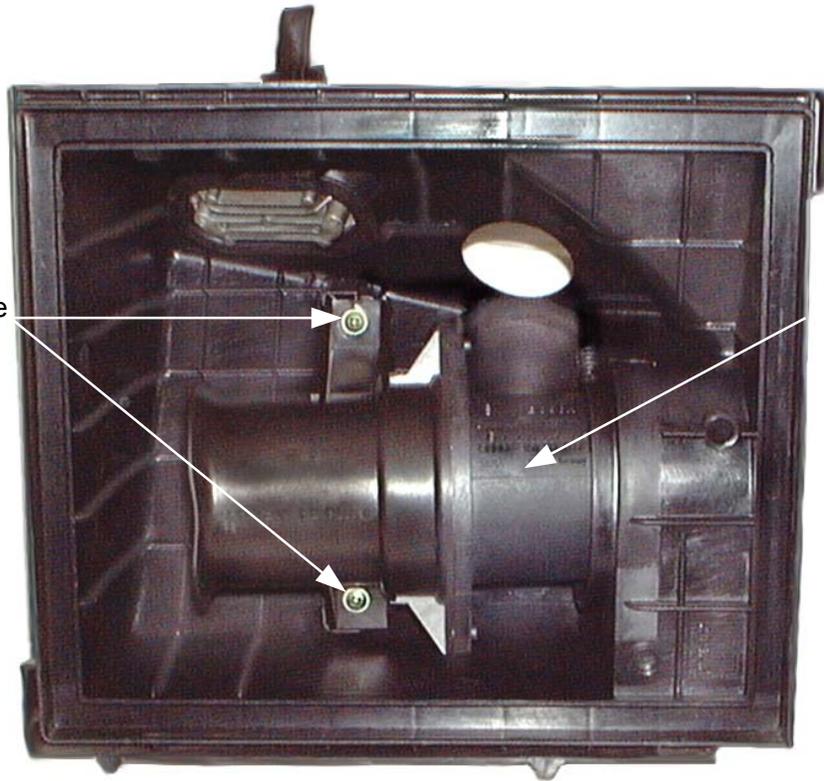
5. Remove the 4 screws securing the heat shield to the air box assembly

6. Unclip and remove the air box lid / filter from the air box base.

7. Remove the screw securing the air box base to the inner wing. Lift the base out of the mounting grommets and remove the assembly from the car.

1. Remove the 2 screws securing the intake trumpet to the air box lid and remove the trumpet from the lid.

2. Slide the MAS out of the air box lid and remove the seal.



Inner side of the air box lid

Photo D

1. Attach the original heat shield to the plastic hose running between the intake hose and the control valve using 2 plastic ties supplied.

2. Attach the bottom of the heat shield to the 2 plastic hoses running down to the inner wing using a plastic tie supplied.

3. Attach the new mounting bracket to the original air box mounting point using the original mounting screw.



1. Attach the amplifier to the hole in the side of the mounting bracket using one of the original screws in the amplifier.

2. Secure the control valve and hoses to the plastic pipes running along the inner wing using the plastic ties supplied.

3. Fit the new filter onto the MAS. Tighten the clip until the filter just turns.

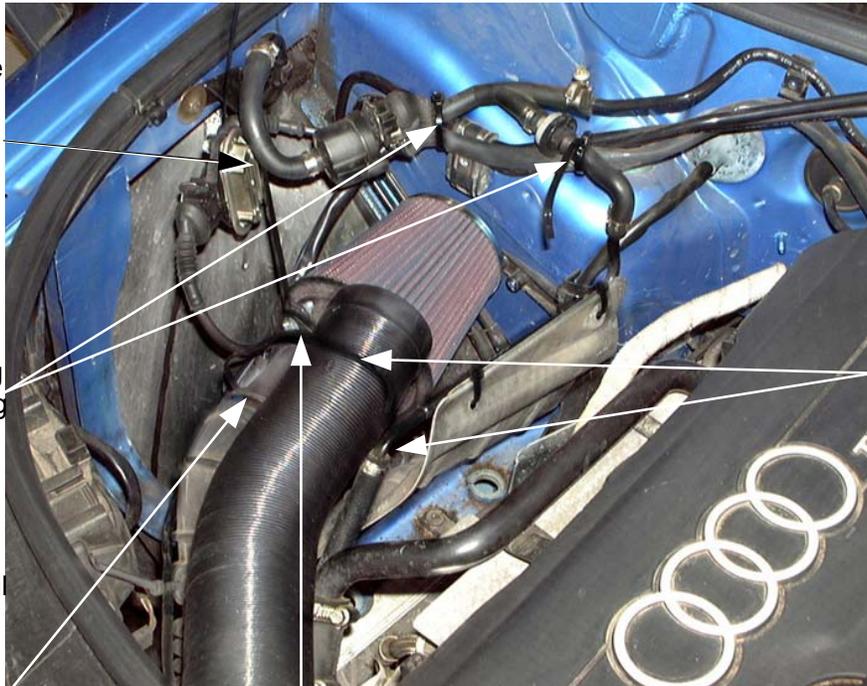
4. Refit the MAS assembly to the original intake hose and rotate the MAS until the mounting point aligns with the hole in the bracket. Tighten the original hose clip.

5. Attach the MAS assembly to the bracket using the nut, screw and washers supplied.

6. Reconnect the electrical harness plug to the MAS.

7. Rotate the filter until the K&N logo is straight then tighten the clip one full turn (360 degrees) **no more, Do not overtighten the clip.**

8. Carefully lengthen the flexi cold air hose to approx. 38cm / 15", ovalise one end of the hose and insert into the original intake scoop location in the slam panel and secure using an original screw. Tie the flexi cold air hose and the plastic hose (intake hose to control valve) to the MAS using the long plastic ties supplied.



Tuning.

CAT. Cars. No adjustments are required.

An increase in fuel may be required if further engine modifications are to be carried out.

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 instructions carefully.

K&N filters are pre-oiled ready to fit.

The advantage's 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 Clamp On Filter.
- 1 x #44 Hose Clip.
- 1 x Bracket.
- 1 x Cold Air Hose Assembly.
- 1 x Instruction Sheet.
- 1 x Instruction Pack :-
 - 1 x Filter Maintenance Sheet.
 - 1 x Leaflet.
 - 1 x K&N Window Sticker.
 - 1 x Million Mile Warranty.
- 1 x Fixing Kit :-
 - 1 x M6 x 20 Screw.
 - 1 x M6 Nut.
 - 1 x 6mm Spring Washers.
 - 1 x Flat Washer.
 - 2 x Long Plastic Ties.
 - 5 x Medium Plastic Ties.

FITTING YOUR 57I KIT

If you are not fitting the kit **it is essential** that the person fitting the kit (e.g. Mechanic) **carefully follows these particular instructions** even if they have fitted K&N kits before. This will save you both time and money. Kits fitted incorrectly 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.

