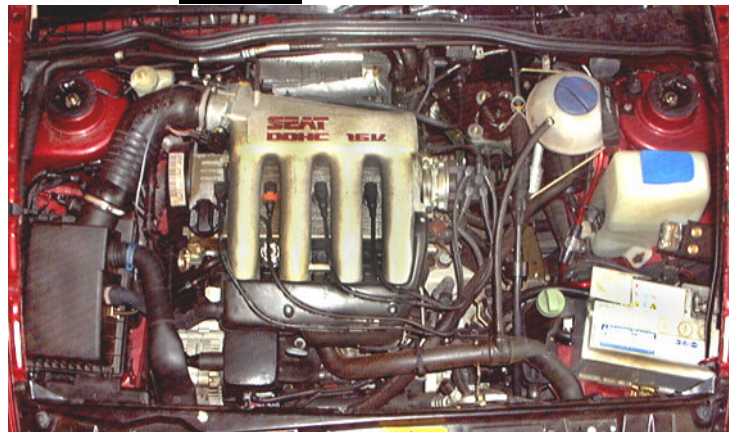


PLEASE READ THE INSTRUCTIONS CAREFULLY BEFORE FITTING THE KIT.



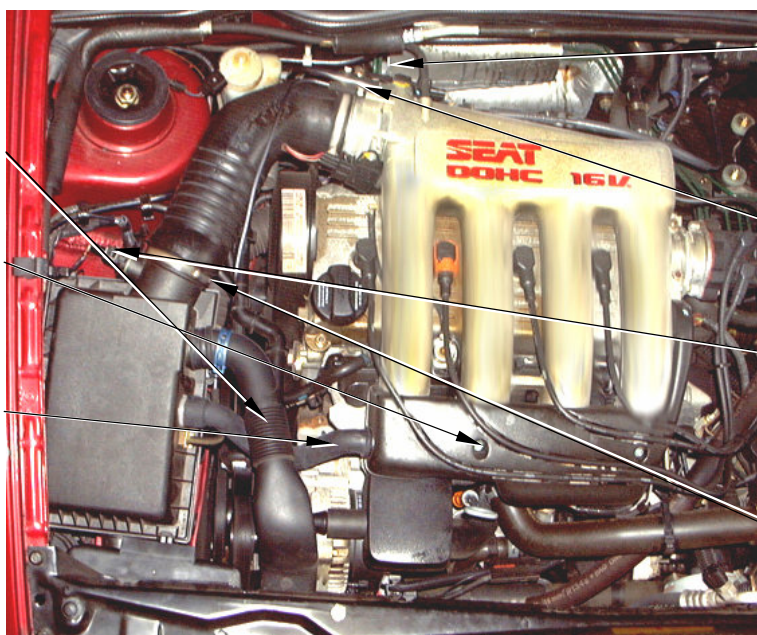
Your car and the engine bay should look like the ones in these pictures, if not then talk to your kit supplier. Should you still have a problem, call K&N customer services. Tel: 01925-636950 Fax: 01925-243111

Photo A

1. Unclip and remove the pipe from the air box to the resonator box.

2. Remove the 3 screws then remove the plastic cover.

3. Remove the rubber hose from the air box to the IRV (idle regulator valve).



4. Unclip the flexi hot air feed hose at the exhaust manifold (runs between the exhaust manifold to the air box base).

5. Unclip and remove the vacuum hose at the throttle housing.

6. Unclip and remove the electrical harness plug from the air intake temp sensor

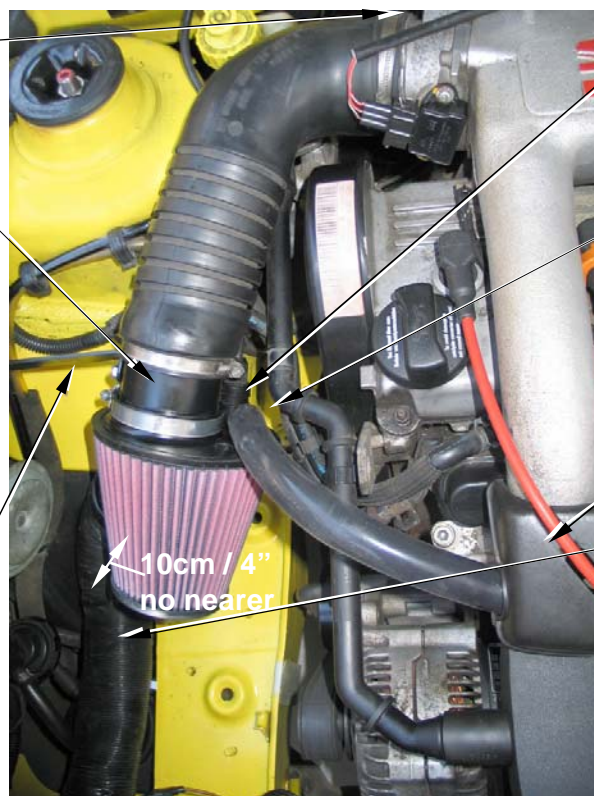
7. Unclip the intake hose from the air box. Remove the 2 air box securing rubber bands and lift out the complete air box assembly.

Photo B

1. Fit the rubber blanking plug onto the vacuum pipe on the throttle housing.

2. Fit the studded tube into the filter up to the step in the filter base. Do not push beyond the step as this will affect air flow. Tighten the clip until the filter just turns. Fit the studded tube into the original air intake hose with the stud facing towards the inner wing. Then firmly tighten the hose clip on the hose. Rotate the filter so the K&N logo is straight then tighten the clip one full turn (360 degrees) **no more, Don't overtighten the clip.**

3. Secure the mounting bracket to the inner wing using the horn bracket mounting point (secure with the original nut). Attach the bracket to the studded tube using the nut and spring washer supplied.



4. Remove the air intake temp sensor from the air box lid and insert the sensor in the small hole in the base of the filter, reconnect the electrical harness plug.

5. Fit the breather hose on to the IRV. Using the plastic elbow fit the hose to the hole in the filter base. Secure the hose using a medium plastic tie. (This hose may need to be trimmed to size)

6. Refit the plastic cover and tighten the 3 screws.

7. Lengthen the flexi cold air hose to approx. 84cm/33" and feed the hose down between the bumper and cross member to the front lower spoiler. Secure the hose to the inner wing using a long plastic tie. Position the hose so that it points at the filter and is **10 cm/4" no nearer.**

Photo C



Pierce / drill two 3mm holes in the front lower spoiler trim, secure the rubber intake scoop to the spoiler using 2 medium plastic ties. Insert the flexi cold air hose into the scoop, secure the rear of the scoop using a long plastic tie 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 Air Filter
- 1 x #48 Hose Clip
- 1 x Bracket
- 1 x Studded Metal Tube
- 1 x Rubber Intake Scoop
- 1 x Breather Hose
- 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 Plastic Elbow
 - 3 x Medium Plastic Ties
 - 2 x Long Plastic Ties
 - 1 x M6 Nut
 - 1 x 6mm Spring Washer
 - 1 x Blanking Plug

FITTING YOUR 57i KIT

If you are not fitting the kit **it is essential** that the person fitting the kit (eg. 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.