



FUEL INJECTION PERFORMANCE KIT

— INSTALLATION MANUAL —

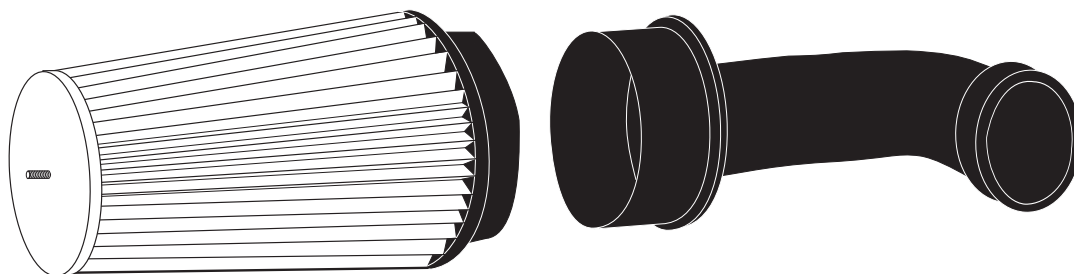
Honda Civic, CRX Si

1988-1991

L4-1.5-1.6L

P/N 57-3503

CARB E.O. # D-269-8



K&N Engineering, Inc.

K&N Fuel Injection Performance Kit #: **57-3503**

Application: **1988-91 Honda CRX Si L4-1.5-1.6L engine**

Air-flow sensing device: **speed density**

BASIC DESIGN CONCEPT

This K&N Fuel Injection Performance Kit (hereafter referred to as: **FIPK**) is designed to be less restrictive than the OEM air filter system. Low restriction air filters allow the engine to have better throttle response as well as more power throughout the RPM band. K&N has designed this **FIPK** to exactly replace the OEM factory air cleaner case, with a precision engineered aluminum adapter and all the necessary mounting brackets, bolts, screws and nuts. Additionally, it is important to note, if the O.E.M. air cleaner case has emission control devices and/or hoses, that all these parts will be installed as necessary to the new assembly.

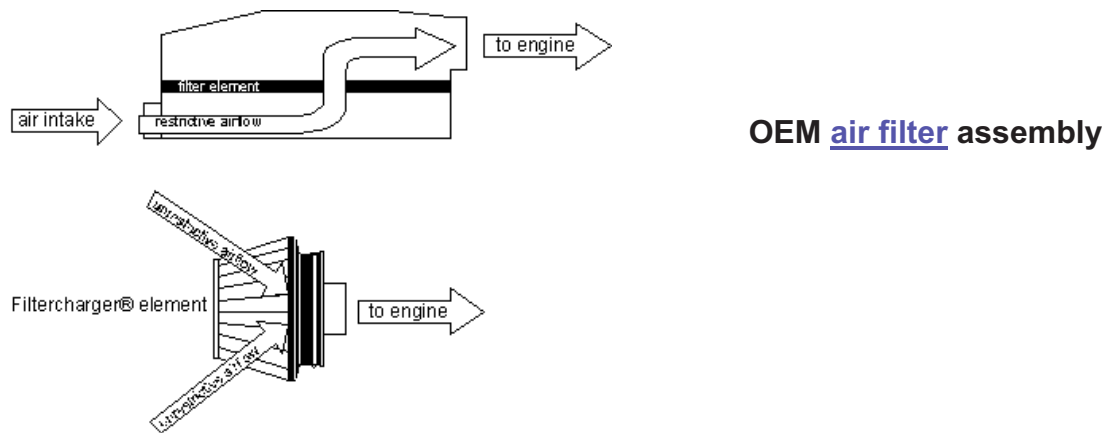
Each **FIPK** has a specially designed filter with woven cotton fabric sandwiched between 2 layers of wire mesh screen. The screen and fabric combination creates a grid-like effect which actually straightens out the incoming air as it passes through the filter. In addition to the filter, this kit has a uniquely designed adapter with a built-in velocity stack. This velocity stack is beneficial in further smoothing out the incoming air flow and allowing for a less restrictive entry into the engine. (Air moving in a straight direction moves faster than tumbling air thus creating an increase in air flow). See the figure below.

AIR CLEANER DESIGN EFFECTIVENESS

To design an effective performance air filter assembly, two factors must be considered: the air filtering element and the air filter adapter. On fuel injected, computer controlled vehicles, there can be a substantial gain in performance by using a less restrictive air filter assembly. Original equipment air filter assemblies tend to be more restrictive than the performance enthusiast would like, therefore, by changing to the less restrictive K&N **FIPK**, the air flow potential of the engine can be fully maximized without jeopardizing important emission standards. (see figures below)

EMISSIONS LEGAL

The **FIPK** is street legal for use on the emission controlled vehicles that it was originally designed to fit. These kits replace the original air filter case and do not eliminate the emission controls. The high temperature label contains the EO # assigned by C.A.R.B. that will allow a vehicle installed with the FIPK to pass the visual inspection at an authorized Smog Inspection station.

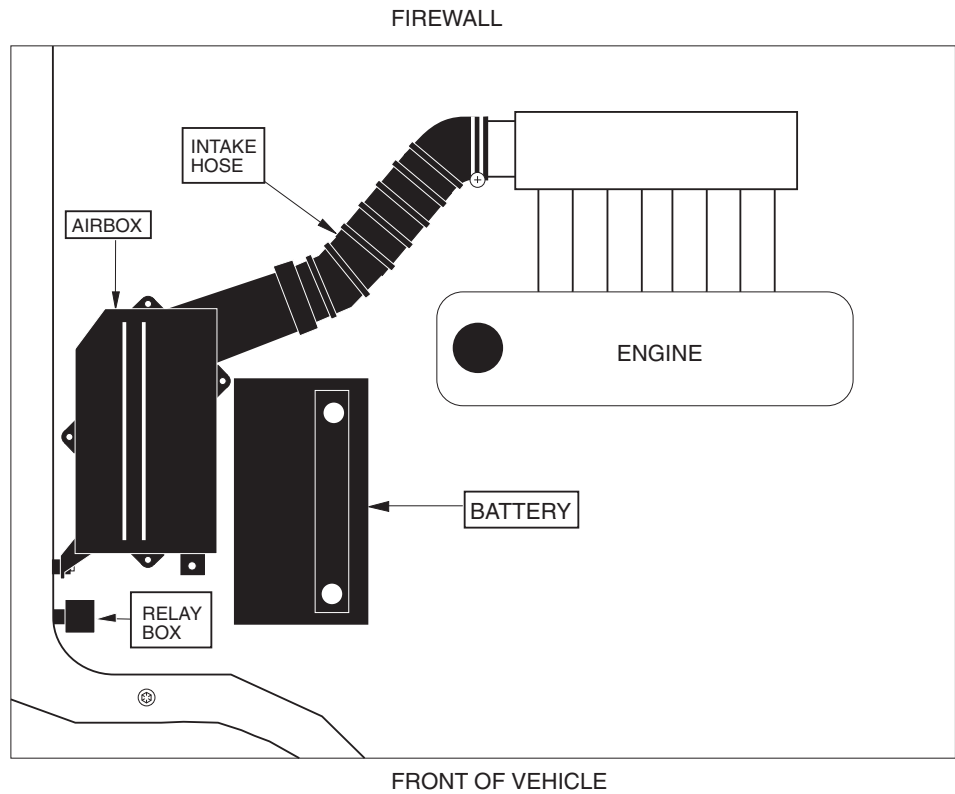


INSTALLATION INSTRUCTIONS

CAUTION!! PLEASE READ CAREFULLY AND COMPLETELY BEFORE BEGINNING WORK ON YOUR VEHICLE.
K&N suggests that you have a repair manual available for reference during installation of the K&N Fuel Injection Performance Kit.

HONDA CRX Si ENGINE COMPARTMENT

Refer to this diagram for the location of the various parts listed in the installation instructions.



INSTALLATION

- 1) Disconnect the vehicle's negative battery cable.
- 2) Remove the 4 bolts on the airbox lid. Slide the intake hose off, then remove the lid from the vehicle.
- 3) Carefully remove the airbox as a complete assembly. (held in place by three bolts)
NOTE: K&N recommends that customers do not discard their factory air intake.
- 4) Install the rubber velocity stack onto the small end of the new intake tube. It will "snap" into place. (see fig. 1)
- 5) Install the velocity stack / tube assembly into the stock intake hose, work the hose over the large end of the tube carefully, it is a very snug fit.

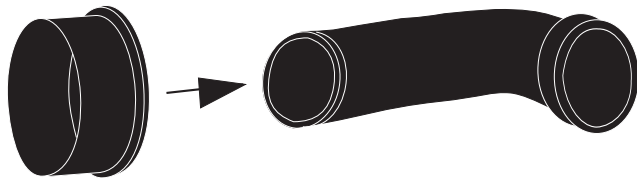


fig. 1

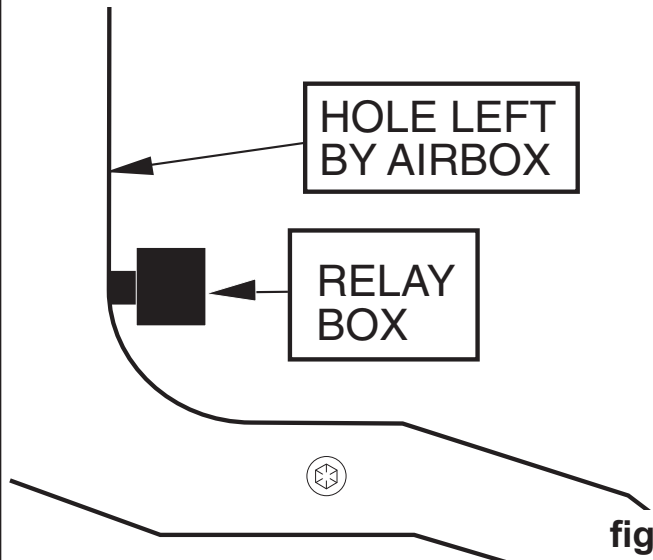


fig. 2

- 6) Relocate the relay box on the fenderwell, to the unused bolt hole left by the airbox. (see fig. 2)
- 7) Install the "L" bracket onto the K&N air filter but do not completely tighten at this time. (see fig. 3)
- 8) Install the K&N air filter onto the velocity stack, do not over-tighten hose clamp!
- 7) The "L" bracket will line-up with an existing bolt in the front grill area. Replace the bolt with the supplied hardware. Position the filter for best clearance and tighten the hardware on the "L" bracket. (see fig. 4)
- 11) Re-connect battery cable. Double check to make sure everything is tight and properly positioned before starting vehicle.
- 12) The C.A.R.B. exemption sticker, (attached) must be placed in a visible area under the hood, so that an emissions inspector can see it when the vehicle is required to be tested for emissions. California requires testing every two years, other states may vary.

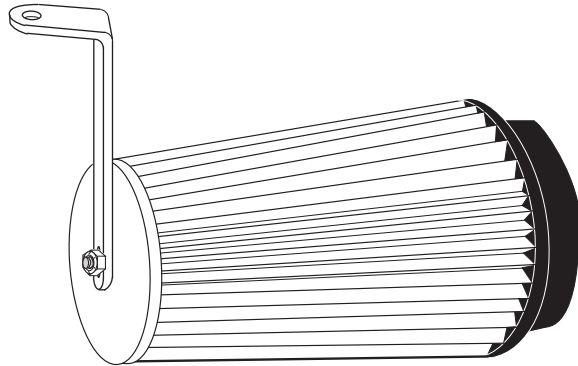


fig. 3

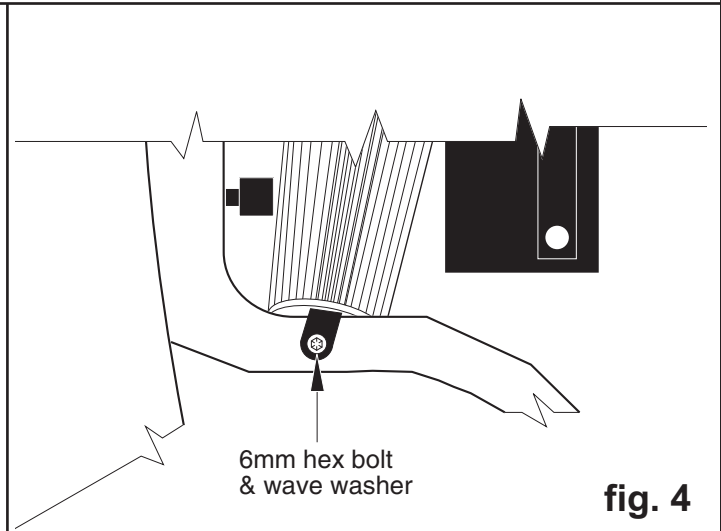


fig. 4

ROAD TESTING

Start the engine with the transmission in neutral or park, and the emergency brake on. Listen for any air leaks or odd noises. If there are air leaks, make sure the hose connections are secure. If there are any odd noises, check for the cause and repair before proceeding. The K&N Fuel Injection Performance Kit will function identically to the factory air filter with the exception of being slightly louder than stock and much more responsive. If all preliminary checks are okay, then a road test is necessary. Listen carefully for rattling or other odd noises and fix as necessary. If the road test is fine, you can enjoy driving as normal with the added response and power. We suggest that the air filter element be checked periodically for dirt. This is now very easy due to the open element configuration. If the filter material is overly dirty, service it according to the instructions that are in the Recharger service kit, part number 99-5050 or 99-5000

PARTS LIST

description	quantity	part #
A 6mm-1.00 x 20mm hex bolt	1	07865
B 1/4 - 20 nylock nut	1	07517
C 6mm wave washer	1	08174
D "L" bracket	1	07929
E plastic intake tube	1	08857
F size 64 hose clamp	1	08648
G rubber velocity stack	1	21538-1
H air filter element	1	RF-1007

