



PLEASE READ CAREFULLY BEFORE PROCEEDING WITH INSTALL

Product Disclaimer

- There is no warranty stated or implied due to the unusual stress placed on competition product(s) and/or the inability to monitor their modification, installation, and use. The entire risk of quality, performance, and defect is with the purchaser and not the manufacturer, distributor, or retailer. Should any product(s) prove to be defective for any reason under any circumstance, the purchaser and not the manufacturer, distributor, or retailer will assume financial responsibility for any consequential damages, repairs/service, and any other liability.
- A vehicle modified by the use of competition product(s) for use on public roadways may not meet local, state, or federal regulations. Installation and use of this competition product(s) may also affect vehicle insurance coverage. It is the purchaser's responsibility to meet and comply with regulations and policies before operating vehicle on public roadways.
- Group-A Autosports, Inc., recommends the following performance products to maximize power gains:
 - a. Header, high-flow exhaust system
 - b. Cold-air intake system
 - c. Fuel pressure regulator
 - d. Camshafts/adjustable cam gears
 - e. ECU upgrade (For OBD II equipped vehicles)
- Return of product(s) will be accepted ONLY if product(s) is in resell able condition. All accepted returns will be subjected to a 20% restocking fee. ABSOLUTELY NO RETURNS ON USED PRODUCTS. For more information on return policy, please call 951-808-9888.

Part # 307-05-0270

Racing Intake Manifold

1994-2001 Acura Integra GSR 1.8L DOHC VTEC (B18C1)

Key Features Of Skunk2 Racing Intake Manifold

- | | |
|---------------------------------------|--|
| • Single stage intake manifold design | • Larger plenum and runners to optimize horsepower |
| • 64mm plenum opening | • Smoother finish to optimize air flow |
| • Factory throttle body may be reused | • Modified #4 intake entry |
| • Utilizes factory sensors | • Significant mid to high-range power gains |

Note: 1996-2001 vehicles are OBD II and equipped with a different-type EVAP purge control solenoid valve compared to that of pre-1996 vehicles.

INSTALLATION - Please refer to factory service manual if available.

It is recommended that this product be installed by an experienced automotive mechanic / technician

!!! IMPORTANT !!!

The supplied CARB EO label must be placed on or near the device installed, within the vehicle's engine compartment.

Note: Before installation, thoroughly flush manifold with water and let completely dry. Disconnect battery and drain coolant before beginning. Mark and identify all hoses and valves. Check condition of all hoses, gaskets and o-rings. Replace as needed. Do not smoke during the work. Keep open flames away from work area.

Some pieces are not included in kit and can be purchased at any local Acura or automotive parts retailer.

- T-fitting to accommodate vacuum hoses
- Upper and lower Type-R PCV hoses (PN 11855-P30-000; PN 11857-PR3-000)
- Type-R throttle cable mounting bracket for manifold (optional)
- Type-R throttle cable (optional)

Removal

1. Relieve fuel pressure by loosening banjo bolt on top of fuel filter. Disconnect the fuel line at fuel rail. It is recommended that the washers be replaced. Next, disconnect the fuel injector harness holder and unbolt. Disconnect hoses from fuel pressure regulator (FPR).
2. Disconnect intake tubing/pipe from throttle body. Next, disconnect all hoses leading to intake manifold and throttle body, including throttle cable bracket on manifold. On throttle body, disconnect throttle positions sensor (TPS) and map sensor.
3. Unbolt (2) lower intake manifold bolts that secure the manifold to the engine block. This bracket will still be used to accommodate the heater bypass pipe. Next, unbolt the manifold from the cylinder head. Remove the intake manifold, throttle body, and fuel rail as one unit. Inspect intake manifold gasket. Replace as needed. Make sure to note all disconnect hoses and sensors.
4. Remove the intake air bypass (IAB) vacuum tank, check valve, and control solenoid valve. Due to the new manifold design, these components will no longer be used. Do not remove the FPR hose. The FPR hose will be used in the re-installation process.
5. Unbolt throttle body from intake manifold; inspect throttle body gasket for damage. Replace as needed. Unscrew throttle body bolts from flange. Remove fuel rail assembly.
6. From factory intake manifold, unbolt and remove idle air control (IAC) valve, intake air temperature (IAT) valve, and o-rings. Inspect o-rings and replace as needed. Unscrew intake manifold bolts from flange.

Assembly

1. Screw throttle body and intake manifold bolts into new manifold flange. The new manifold is designed to accept the factory throttle body and gasket.
2. Bolt on throttle body onto new manifold. Make sure that when lining up throttle body gasket, the U-shaped portion faces top-left-corner of flange.
3. Bolt on factory IAC valve, IAT valve, and o-rings onto new manifold. Install fuel rail assembly, making sure o-rings are properly and securely positioned to prevent fuel leakage.
4. Bolt on manifold-throttle body-fuel rail assembly back onto cylinder head, making sure that the manifold gasket is positioned properly and securely. Connect the evaporative emissions (EVAP) purge control solenoid valve. Due to the new intake manifold design, there is no mounting location for the EVAP purge control solenoid valve. It is recommended the unit be zip-tied to a secure location. For 94-95 vehicles, one hose end will plug into the charcoal canister and the other hose end will plug into the small vacuum fitting located on the rear of the new intake manifold. For 96-01 vehicles, please refer to note below.
5. The FPR hose will be re-plugged into the small vacuum fitting located on the front of the new intake manifold.
6. Bolt on and connect fuel injector harness holder and hoses. Connect TPS, map sensor, and fuel line. Tighten banjo bolt on top of fuel filter.
7. Connect battery and replace coolant.
8. Any unused fittings can be plugged by using vacuum caps.

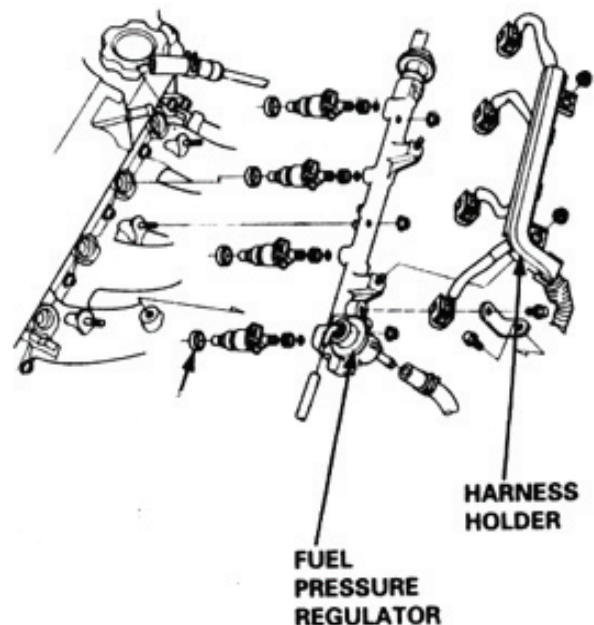
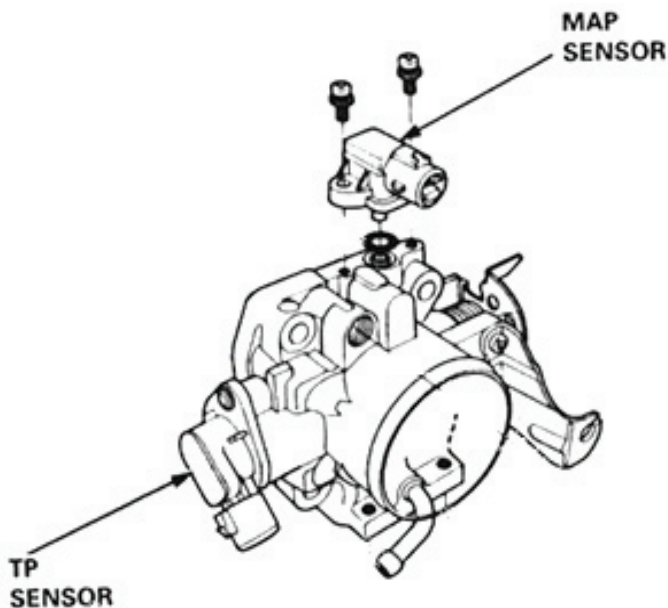
Note:

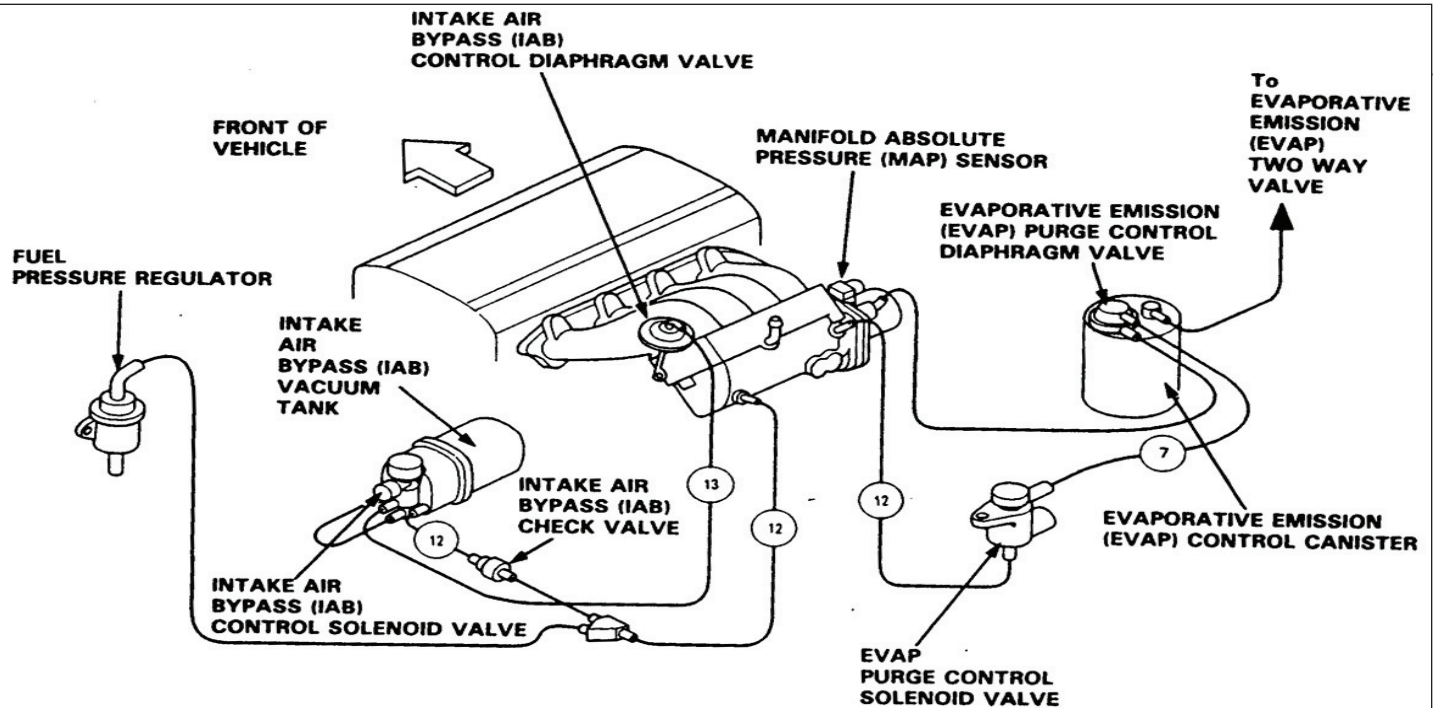
1996-2001 EVAP: The EVAP purge control solenoid valve will not have a mounting point due to the new design of the manifold. It is recommended that the unit be zip-tied to a secure location. In order to connect the EVAP purge control solenoid valve, a T-fitting must be used to re-fit the PCV hose and EVAP hose onto the larger vacuum fitting located on the manifold plenum body.

1996-2001 PCV: The upper and lower Type-R PCV (positive crankcase ventilation) hoses will be used to reconnect the breather chamber to the PCV valve, to the T-fitting opposite of the EVAP hose.

1996-2001 Linkage: As an option, the Type-R throttle cable and mounting bracket can be used.

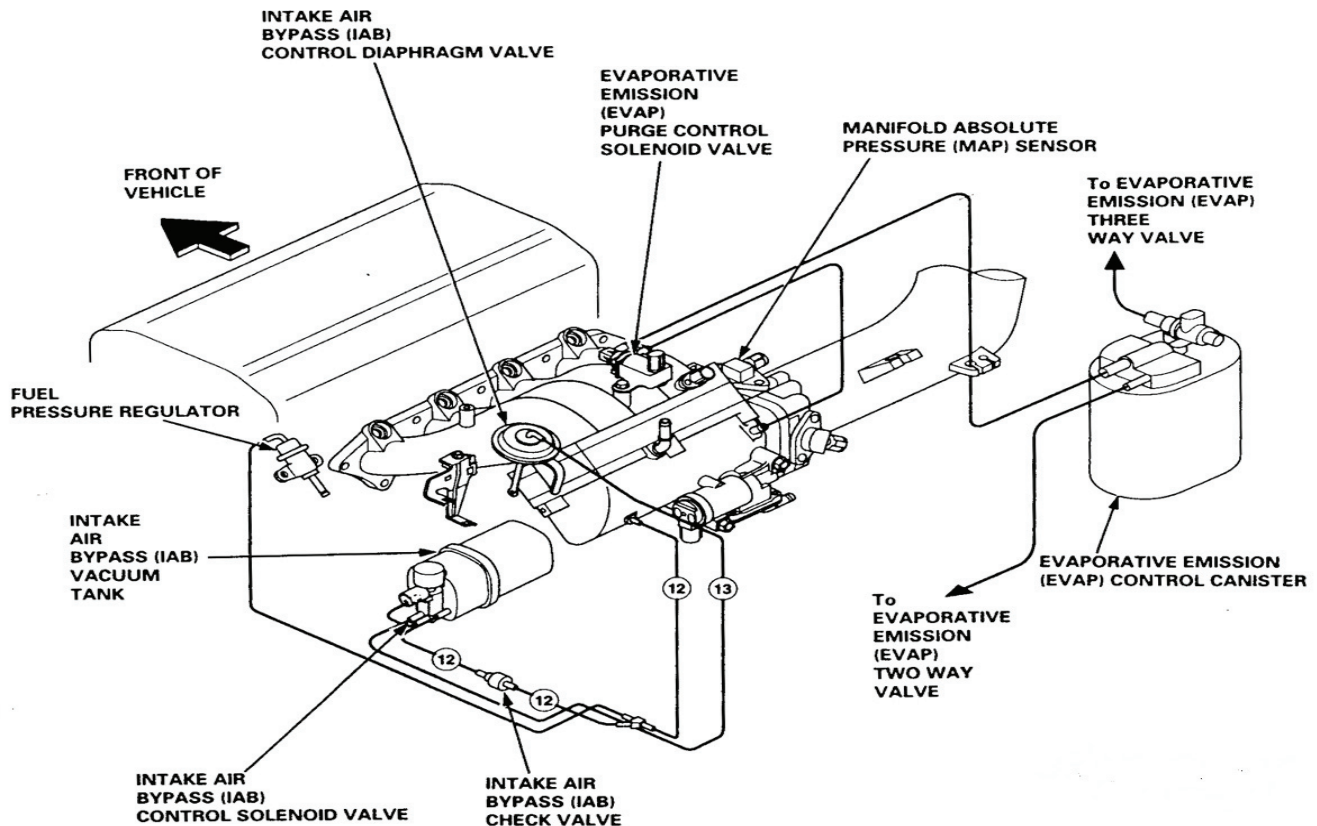
Reference Diagrams





1994-1995 Acura Integra GSR 1.8L DOHC VTEC

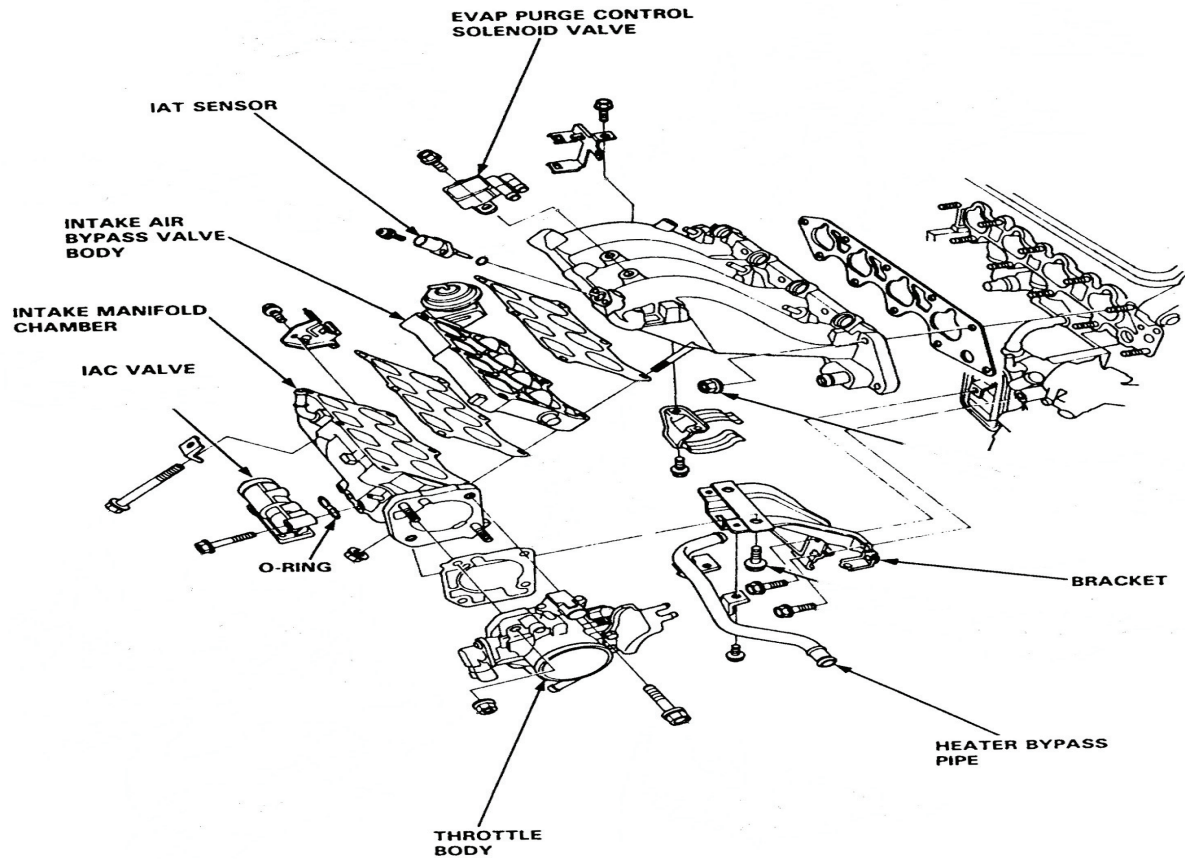
Disconnect the IAB control solenoid valve, check valve, and remove vacuum tank. The IAB control diaphragm will come off with factory manifold. Connect fuel pressure regulator hose to new manifold.



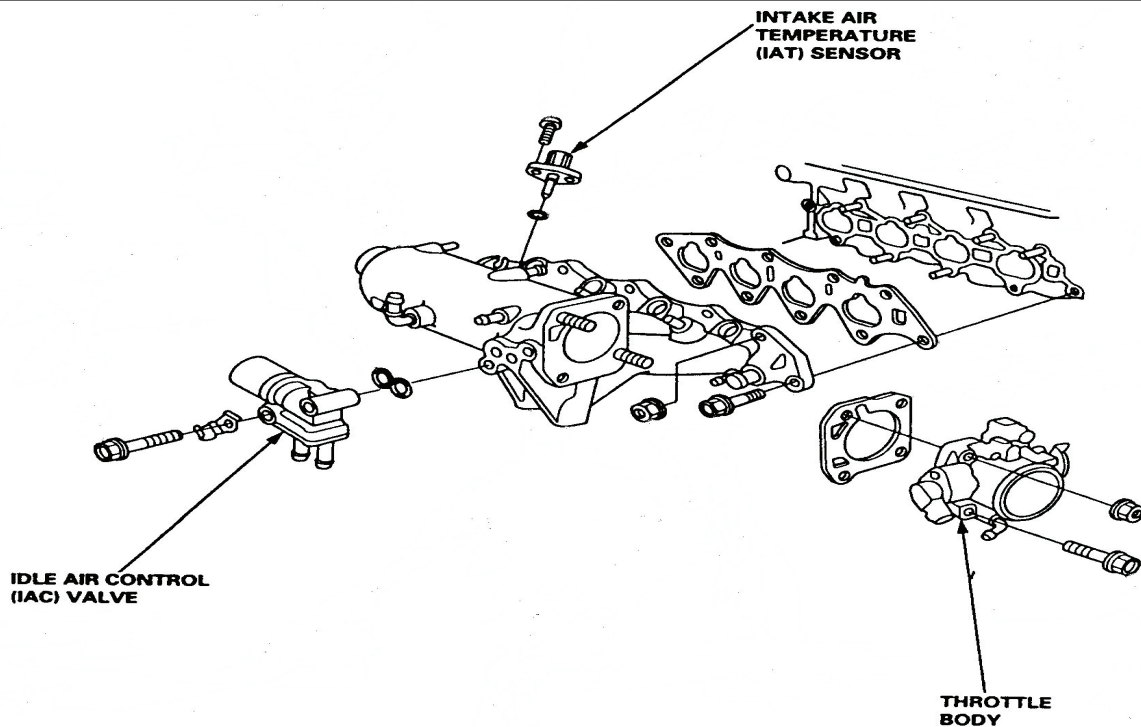
1996-2001 Acura Integra GSR 1.8L DOHC VTEC

Disconnect the IAB control solenoid valve, check valve, and remove vacuum tank. The IAB control diaphragm will come off with factory manifold. Connect fuel pressure regulator hose to new manifold.

Reference Diagrams



Factory Integra GSR intake manifold assembly



Due to the new intake manifold design, it is highly recommended that the following factory Acura Type-R upper and lower PCV hoses be purchased in order to make the final swap complete. If these parts are not available, it is okay to substitute appropriate sized hoses available from any auto parts store.

• PN 11855-P30-000

• PN 11857-PR3-000