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 # 307-05-0280

1990-2001 Acura Integra LS / RS 1.8L DOHC VTEC (B18A-B) Racing Intake Manifold

Key Features Of Skunk2 Racing Intake Manifold

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

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.

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.
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 manifold bracket from engine block and intake manifold. This bracket will not be used in assembly and installation. Remove 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. 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.
5. 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*

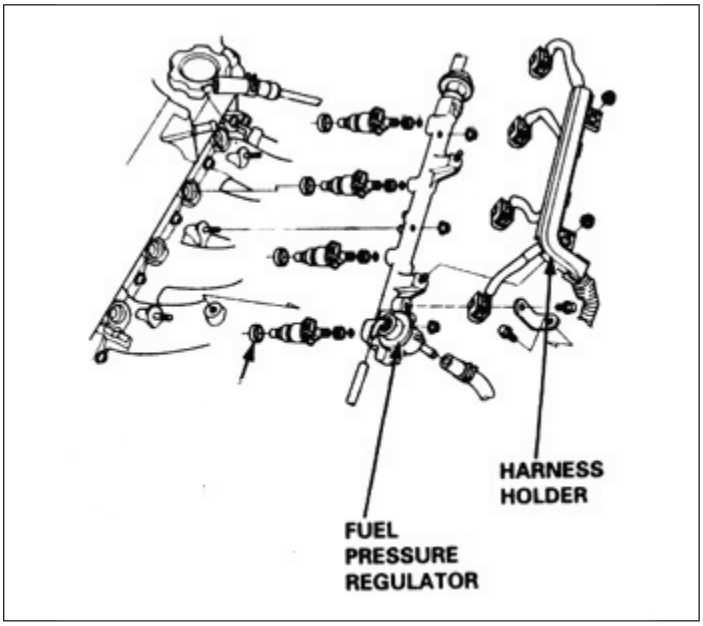
1. Screw throttle body and intake manifold bolts into new manifold flange.
2. Bolt on throttle body onto new manifold. Make sure that when lining up throttle body gasket, the U-shaped portion faces top-left-corner of flange.
3. Bolt on IAC valve, IAT valve, and O-rings onto new manifold. Install fuel 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 EVAP purge control solenoid valve.
5. 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.
6. Connect battery and replace coolant.
7. Any unused bungs can be capped off by using vacuum caps.

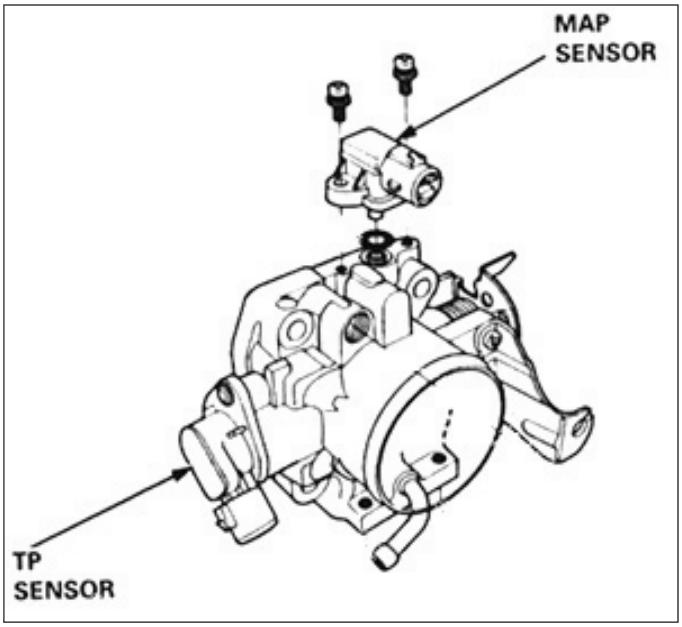
*For 1996-2001 manifolds: In order to connect the EVAP purge control solenoid valve, a T-fitting must be used to re-fit the PCV hose and EVAP hose on the larger valve stem located on the manifold body. The EVAP purge control solenoid valve will not have a mounting point due to the design of the manifold.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

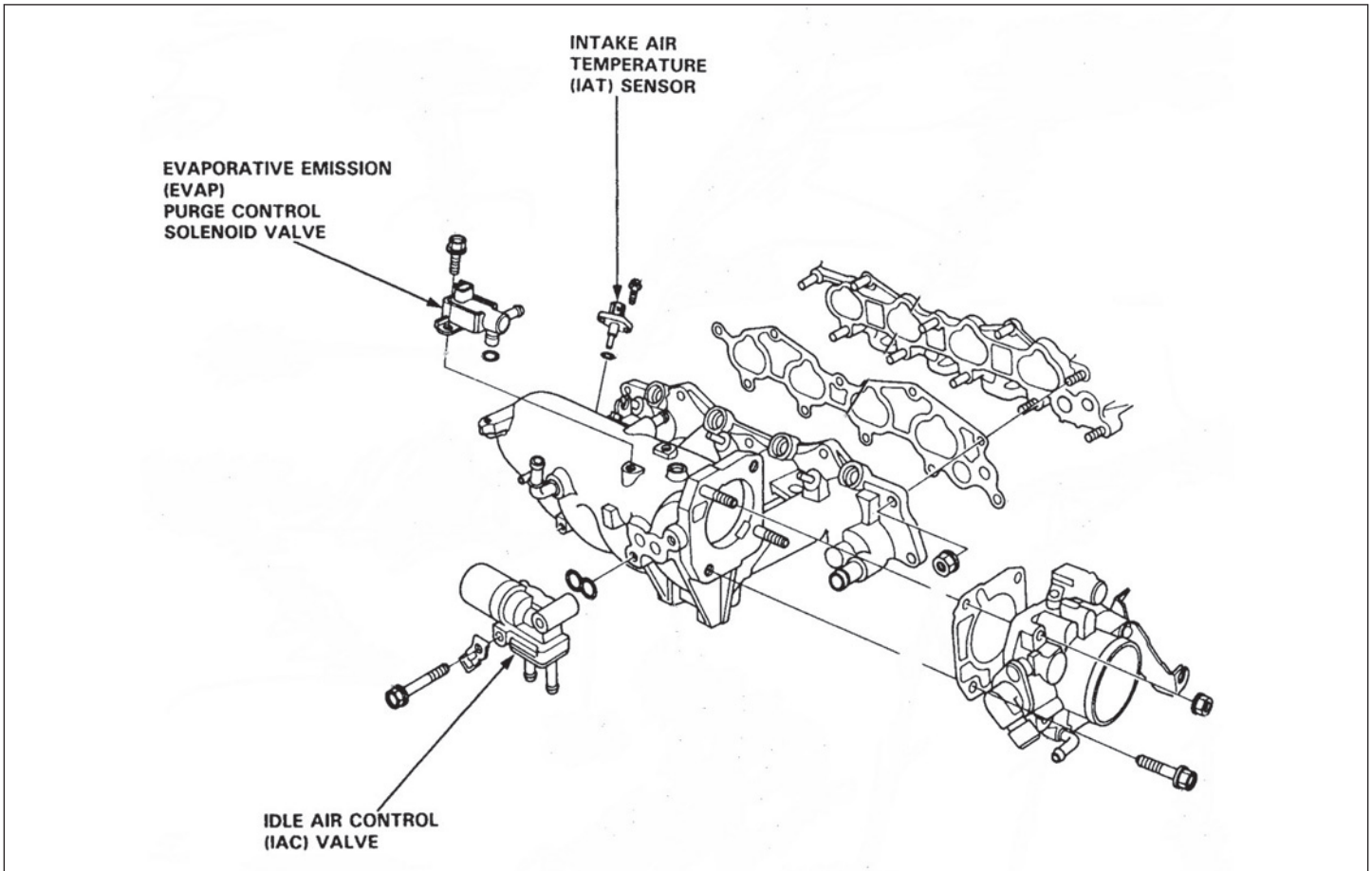
!!! IMPORTANT !!!

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

Reference Diagrams







1996-2001 Acura Integra 1.8L DOHC

A T-fitting will be used to connect the PCV hose and the EVAP hose onto the larger vacuum stem located on the manifold body. The other EVAP hose will be connected back to the charcoal canister. Due to the manifold design, it is recommended that the EVAP unit be zip-tied to a secure location.