

Fireblade 919cc RRW / RRX Airbox Fitting Guide

Introduction

This airbox is designed to fit a Carburettor fitted Fireblade engine in a Caterham, although this set-up seems to fit most other vehicle configurations. The air boxes are available in Carbon Fibre or Glass Fibre pre-preg. Later injected engines can also be catered for please ask for details.

The air boxes can be further trimmed down if required to suit other vehicles with lower bonnet lines. However we recommend a minimum height of airbox wall being 25mm above trumpet entry. Please ensure that there is sufficient space to package your chosen airbox before cutting, drilling or altering the airbox in any other way as ReVerie cannot exchange or refund modified parts. These air boxes are only suitable for naturally aspirated engines, turbo engined versions may be available upon request.

ReVerie Additional Parts available

The kit is supplied with just Hockenheim 422 box, suzuka, suzuka end cap and filter with extension moulding. This will give a very useful noise reduction but offers no cold ram air facility. Cold ram air can easily be piped into the suzuka filter canister via the following items, details of which can be found on www.reverie.ltd.uk

Diffuser Ducts – flat stepped 58/75/100mm, taper stepped 58/75/100mm , 3 way 58mm, 2 way 58mm, 2 way straight 75, 58mm

Trunking – 58mm, 75mm, 100mm

Intake scoops – Blisters, Mondello 75, Mondello 100, naca 58mm, 75mm, 100mm, gurston, goodwood scoops

Tools and Materials Required

No specialist tools or equipment are required to fit a this airbox to a hiyabusa installation in a Westfield. However if trimming is required for other applications then the following tools are advised;

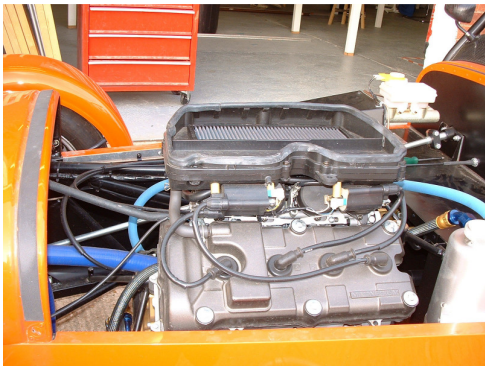
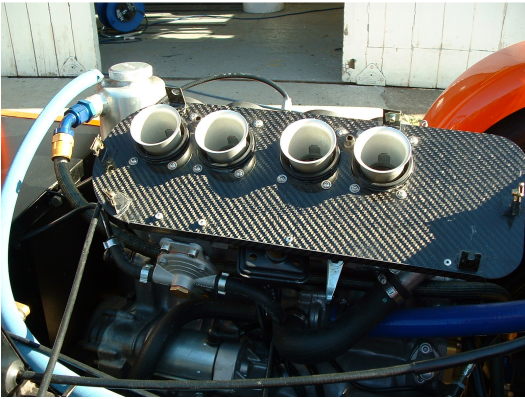
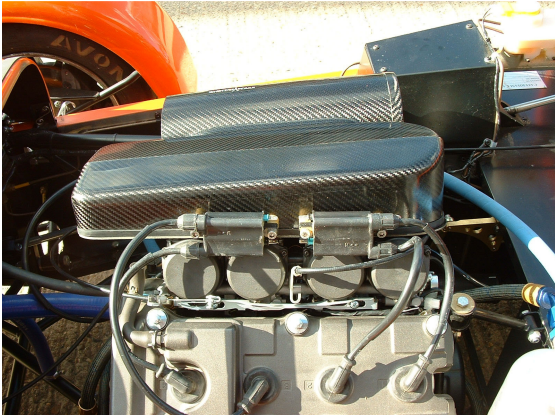

- Hole Saw or Dremel with grit/diamond tip cutter (to cut choke holes/snorkel entries)
- Rotary Sander (for careful enlargement of choke holes)

To make installation easier, having the following materials to hand is advisable:

- Sheet of Paper (large enough to cover the backplate)
- Spray Mount Adhesive
- Grease or Vaseline
- A good quality epoxy adhesive (we recommend Scotchweld DP490 available from the ReVerie Online Store or by mail order)
- Thread Sealant (such as Loctite Threadlock)
- Air Filter Oil
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Instructions

Please read fully before starting installation.

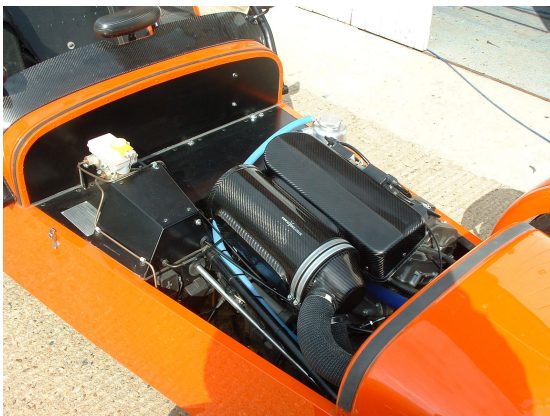
	<p>1. Remove existing airbox/air filter from the engine, having first removed air temperature sensor and breather pipe.</p>
	<p>2. Fit back plate and trumpets to carburettors and 16 screws. Ensure that the 8mm hose with T piece (carb float chamber vent) is plumbed into airbox through backplate. This is so the mixture will enrich to match air being forced into the airbox.</p>
	<p>3. Fit Hockenheim 422 airbox and side mounted suzuka filter canister assembly to back plate with fixings supplied.</p>
	<p>4. Fit Filter with extension moulding and tighten clamp to suzuka. This basic system will give good noise reduction but no ram air. For ram air we recommend the fitment of a 2way 58mm perimeter diffuser duct, 58mm trunking, 2*58mm 45' snorkels to nose and a drivers side blister. For those wishing to do this please read on.</p>



5. Position drivers side blister and mark optimum position. Blister may need sanding to find optimum best fit as noses vary in profile and shape. Cut two holes for 45' 58mm snorkels and bond inside nose at correct height and angle. Check carefully before cutting/bonding that everything is where it needs to be. Use dp490 adhesive to bond snorkels on (over nite cure at room temp or 1hr at 65'c)



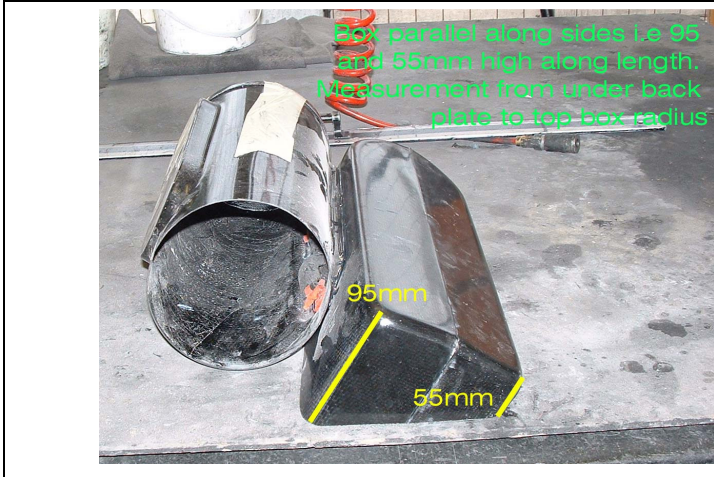
6. Holding the blister in situ mark the positions of the 5 fixing holes carefully. Drill the 5 holes through nose and bolt the blister in place by bolting through the nose into the blisters 5 M4 deep threaded u-nuts. You should be able to carefully tighten the blister to a no gap situation. Black sika flex sealant can be used if required. Spray black out the inside of the blister and nose.



7. Fit 2 way 58mm perimeter diffuser duct and clamp to filter with extension moulding. Clamp 500mm lengths of porous ducting to diffuser and 45' snorkels on back of nose.

Induction kit is now ready.

Please clean and re-oil the filter every 2000 miles for best performance.



Notes:

Shot of Hockenheim 422 fireblade airbox showing default Caterham trimming and position of suzuka canister.