

## Silverstone Airbox Fitting Guide

### *Introduction*

This airbox is designed to fit 4 cylinder engines and can be supplied as a shallow (76mm) or deep (102mm) system in either left or right hand entry. A fitting kit is available that includes a blank backplate that can be drilled to suit any 4 cylinder engine type, a foam gasket, U-nuts and bolts. A cone air filter can be fitted directly into the 152mm inlet, negating the need for a remote filter and a diffuser cone or stepped adaptor are often attached to the filter to allow the conduit of air via ReVerie's 'Micropore Ducting'. As well as carbon and glass pre-preg, the 'Silverstone' airbox is also available in carbon/Kevlar hybrid and heat reflective composite materials.

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. This airbox is only suitable for naturally aspirated engines.

### *ReVerie Parts Required*

To fit a 'Silverstone' airbox to a typical engine you will need the following components:

- 'Silverstone' Airbox (LH or RH, 78 or 102mm depth)
- Airbox Fitting Kit (LH or RH)
- Cone Air Filter (with or without extension)
- Ducting (58, 75, 100 or 152mm)
- Diffuser Duct or Stepped Adaptor (not required if using 152mm Ducting)
- Hose Clips

### *Tools and Materials Required*

No specialist tools or equipment are required to fit a ReVerie airbox. For best results we recommend using the following tools:

- Set of Spanners (for removal of trumpets)
- Flat Head Screwdriver (for hose clips)
- 3mm Allen Key (for airbox fasteners)
- Drill Bits (to drill clearance holes for the inlet trumpet fixings and pilot holes for the choke hole centres)
- Hole Saw or Circular Sheet Metal Punch (to cut choke holes)




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

- Sheet of Paper, approx. 400x150mm
- Spray Mount Adhesive
- Grease or Vaseline
- Thread Sealant (such as Loctite Threadlock)
- Air Filter Oil




## Instructions

	<p>1. Remove existing airbox/air filter from the engine and leave trumpets attached to throttle bodies/carbs.</p>
	<p>2. Offer up the 'Silverstone' airbox without its backplate to check for clearance. When sure that the airbox will package within available space, affix foam gasket to alloy backplate as shown.</p>
	<p>3. The airbox and backplate are supplied pre-drilled with four holes along the top edge of the backplate and two on the lower lip. The top four holes in the airbox require deep threaded U-nuts to be pushed over, the lower two have an stainless steel insert in place. Fit the backplate to the airbox using all 6 fixings.</p>
	<p>4. Use a small amount of spray mount adhesive to attach the paper to the alloy backplate. Remove the inlet trumpets from the carbs or throttle bodies and rub the grease/vasoline around the trumpet mounting face. Carefully position the airbox so that the backplate is in the correct position relative to the throttle bodies or carbs (making sure that the airbox is at the correct height and angle to package inside the bonnet) and then push the backplate firmly against the greased surface to leave a clear imprint of the fixing and choke hole details.</p>
	<p>5. If you are happy with the quality of imprint, remove the backplate from the airbox. Mark the centres for the choke holes and all the fixing holes. Drill all the fixing holes to the appropriate size and small pilot holes for the choke hole centres. Then cut the choke holes. To cut a clean choke hole we recommend the use of a circular sheet metal punch (available in a range of sizes from suppliers such as Rapid Electronics, Tel.+44 (0)1206 751166), alternatively a hole saw can be used.</p>
	<p>6. Bolt the backplate to the carbs/throttle bodies with the inlet trumpets in place. The airbox can now be semi-permanently affixed to the backplate. <b>Use thread sealant on all six bolts and screw into place so that they are hand tight.</b></p>

IF USING 152mm DUCTING AND NO DUCT READ THE FOLLOWING INSTRUCTIONS. IF USING A DIFFUSER DUCT OR ADAPTOR SEE INSTRUCTIONS BELOW.

	<p>7. 152mm ducting allows the maximum volume of air to be ducted into the airbox but requires a reasonable amount of space in the engine bay. This attaches to the airbox via a cone filter without extension. The air filters are supplied pre-oiled but ensure oiling is adequate before installation and apply more if necessary.</p>
	<p>8. Push the ducting over the rubber moulding on the cone filter so that the end of the ducting meets the edge of the moulding.</p>
	<p>9. Place a large hose clip (not tightened) over the filter &amp; ducting and then push the filter into the end of the airbox. Once the moulding is firmly mounted on the airbox entry secure in place by tightening the hose clip around the ducting and cone filter moulding.</p>

IF USING A DIFFUSER DUCT OR ADAPTOR READ THE FOLLOWING INSTRUCTIONS.

	<p>7. A diffuser duct or adaptor allows 58, 75 or 100mm ducting to be used to join the airbox to a suitable intake (such as a Naca Duct, Mondello Scoop, Nose Blister or Bell Mouth). They attach to the airbox via a cone air filter with extension. The air filters are supplied pre-oiled but ensure oiling is adequate before installation and apply more if necessary.</p>
	<p>8. Push cone filter into the airbox and secure in place with a large hose clip. The diffuser duct/adaptor should then be pushed into the other side of the filter's extension moulding and secured with another large hose clip.</p>
	<p>9. The ducting can then be attached to the diffuser/adaptor by means of hose clips and routed through to the intake point. The picture shows routing from a 3-way diffuser duct. If 75 or 100mm ducting is used with an adaptor the smaller diameter steps can be trimmed off to remove any restriction.</p>