

**PLEASE READ THE INSTRUCTIONS BEFORE FITTING THE KIT.**  
**If you have a problem, however small, call our Technical Department.**  
Tel: 01925 636950. Fax: 01925 418948. Monday to Friday 9am - 5pm.

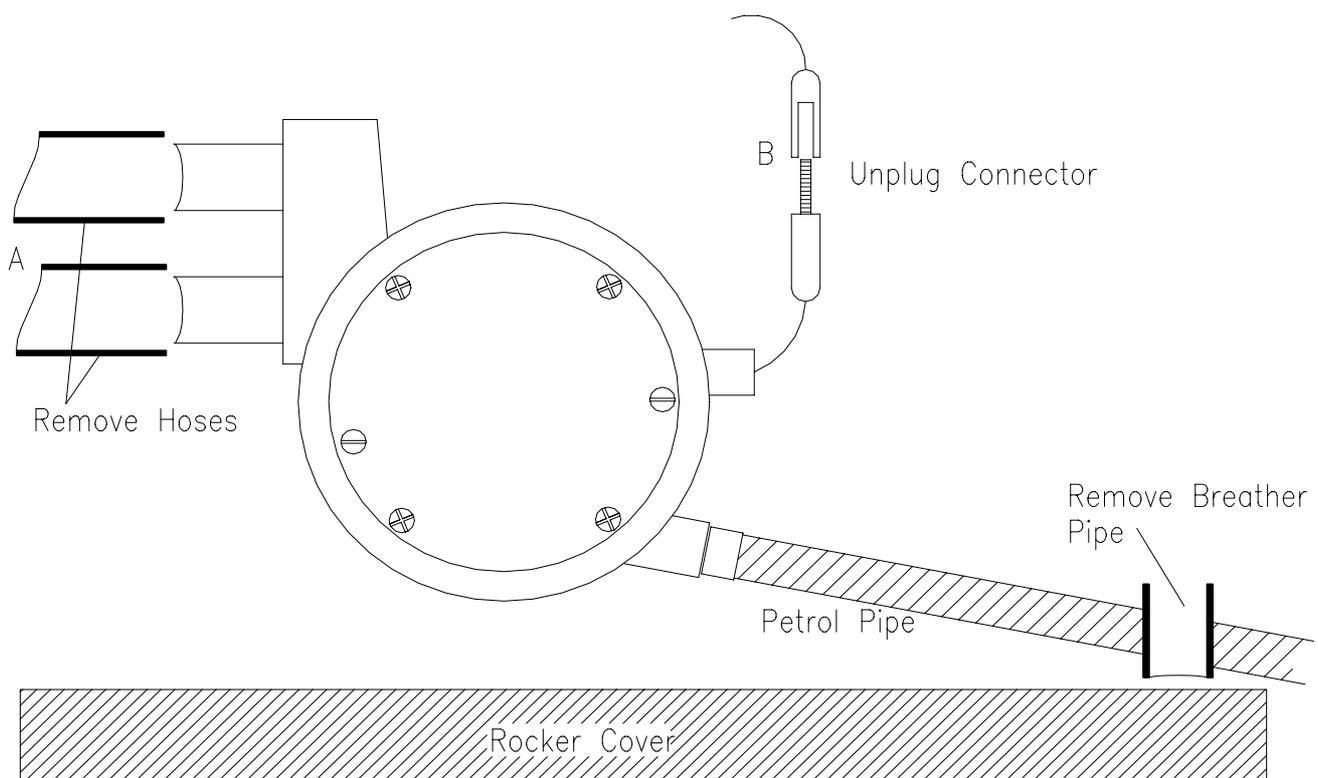
**IMPORTANT.** Read BEFORE starting.

This CVH engine, in common with most modern engines, runs lean on the primary side. With the K&N Air Filter fitted, we recommend using a 122 primary main jet (supplied in the kit). Changing the jet is not difficult, but we do recommend you read the instructions carefully as you go along. If you are having the job done by a mechanic, it will save time if you take this sheet with you. The job can be completed in less than an hour.

**KIT LIST.**

- 'O' Ring Seal.
- 4 Air Filter base retaining clips.
- Primary main jet 122.
- K&N. Window sticker.

**If the engine is modified e.g. exhaust manifold, camshaft etc., we strongly recommend a rolling road session.**



- 1 Remove the complete Air Filter system including the small bore pipe that runs from the filter case to the brass outlet pipe on the manifold. Block off this pipe with tape or a plug. Remove the rubber gasket.
- 2 Remove the 2 water hoses **A**, electrical connector **B** and breather pipe **C**. (see drawing).
- 3 Remove the two screws  and the four main screws. .
- 4 Firmly hold the base of the carburettor and carefully lift off the top half. Turn the carburettor top upside down and rest it on the rocker cover.
- 5 Remove the jet furthest away from the auto choke (size 17), using a screw driver that fits firmly in the slot and is at least as wide as the jet. Press firmly before turning. Replace with 122 jet.
- 6 Carefully replace the carburettor top keeping it square as you lower it down. Replace two of the  screws but do not tighten yet. Fully tighten the two small screws .
- 7 Replace the two water hoses A, the electrical connector B and the breather pipe C,.
- 8 Fit the 'O' Ring and the filter base plate. Place the four retaining clips under the four  screws and tighten fully keeping the base plate parallel to the rocker cover.
- 9 Fit the filter and the top plate.
- 10 Check water level.
- 11 **BREATHER SYSTEM** See Fitting and Tuning Sheet.
- 12 **FILTER MAINTENANCE.**  
Under normal conditions, clean and reoil the filter at approx. 40,000 miles/ 65,000 km. Use only K&N cleaner and oil and follow the instructions carefully.

**K&N filters are pre-oiled and ready to fit.**

**The advantages of K&N's cold air intake system.**

Cooler air, being denser, will show positive improvements in power over filter systems that draw hot air from the engine bay.

Cold air kits will shortly be available, contact your local dealer or K&N direct.

**FITTING YOUR OWN 56 KIT**

If no **it is essential** that the person fitting the kit (e.g mechanic) **carefully follows these particular instructions** even if he has fitted K&N kits before. This will save you both time and money. Kits incorrectly fitted may show a loss in performance e.g the positioning of the essential cold air hose, (flexi expandable and rubber hoses are used).

We suggest a simple CO test is carried out, as some cars may be set weaker than the standard setting. The CO figure should not be set at more than 0.5% above the manufacturers recommended figure.

A **final check** under the bonnet by yourself with the instructions, would seem sensible.