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## Acura GSR Whirlwind Intake Manifold

Part No. 59002 (Polished) and 59003 (Satin)

For use on 1994 - 2001 Acura Integra GSR 1.8L DOHC VTEC

Note: 1996-2001 engines are OBD II and equipped with a different type EVAP purge control solenoid valve compared to that of pre-1996 models. See detailed installation information below regarding this different valve.

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We recommend that this installation be performed by an experienced Honda/Acura mechanic.

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### Preparation for Installation -

1. Make sure that there are no metal chips or other debris inside the manifold. Check that all bolts will run freely into any tapped holes.
2. Note that while this manifold makes provision for all vacuum lines and other brackets or parts that attached to the stock manifold, the vacuum ports originally on the front side of the manifold have been moved to the back for a cleaner appearance. This will require the use of longer vacuum hoses in some cases.
3. Disconnect battery and drain coolant.
4. Mark and identify all hoses and valves.
5. Check the condition of all hoses, gaskets and o-rings. Replace as needed. Use a new intake gasket. Honda #17105-P72-004.

### Removal -

1. Relieve the fuel pressure in the system by loosening the banjo bolt on the top of the fuel filter. Disconnect the fuel line from the fuel rail. It is a good idea to replace the washers. Disconnect the fuel harness holder and unbolt. Disconnect the hoses from the fuel pressure regulator (FPR).
2. Disconnect intake hose/pipe from throttle body. Disconnect all hoses leading to the throttle body and intake manifold. Disconnect throttle cable bracket on manifold and throttle cable from throttle body. Disconnect the cables to the throttle position sensor (TPS) and the map sensor on the throttle body.
3. Unbolt two lower intake manifold bolts that secure manifold to engine block. This bracket will still be used to accommodate the heater bypass pipe. Unbolt manifold from engine block. Remove manifold, throttle body, and fuel rail as one unit.
4. Remove the intake air bypass (IAB) vacuum tank, check valve and control solenoid unit. Due to the different design of your new manifold, these parts will no longer be used. Do not remove the FPR hose. This hose will be used in the re-installation process.
5. Unbolt throttle body from manifold. Inspect gasket and replace if

needed. Unscrew throttle body studs from flange of manifold.

Remove fuel rail assembly from manifold.

6. From original manifold, unbolt and remove idle air control valve (IAC), intake air temperature valve (IAT), and o-rings. Replace o-rings if needed. Remove fuel rail studs from original manifold.

### Assembly -

1. Screw throttle body studs and fuel rail studs removed from original manifold into the new Power+Plus Manifold.
2. Bolt throttle body to new manifold. When positioning throttle body gasket, the U-shaped portion is in top left corner of flange.
3. Bolt idle air control valve, intake air temperature valve with o-rings to new manifold. Install fuel rail, making sure o-rings are positioned correctly to prevent fuel leakage.
4. Position new manifold assembly with throttle body and fuel rail back on the cylinder head over the studs, making sure new intake gasket is properly positioned. Connect the 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 can be zip-tied to a secure location. For 1994-'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 1996-01 vehicles, see notes below.
5. Bolt on the fuel injector harness holder and hoses, connecting the harness to the injectors. Connect TPS, map sensor, and fuel line. The FPR hose will connect to the small vacuum fitting that was originally on the front of the manifold but is now on the back. Tighten banjo bolt on top of fuel filter.
6. Use the new supplied throttle cable bracket to hook up stock throttle cable to the throttle body.
7. Connect battery and replace coolant. Cap off any unused vacuum tubes with vacuum caps.
8. Start engine, check for leaks. After engine is brought to operating temperature, shut it off and check that all nuts and bolts are tight. Retighten manifold bolts after 500 miles.

### Notes:

1996-'01 EVAP: The EVAP purge control solenoid valve will not have a mounting point due to the design of the new manifold. Zip-tie the unit to a secure location. A tee-fitting is required to re-fit the PCV hose and the EVAP hose onto the larger vacuum fitting located on the back of the manifold.

1996-01 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: Use supplied throttle cable bracket to connect stock throttle cable to throttle body.

Due to new manifold design it is recommended that the following factory Type R upper and lower PCV hoses be purchased to make final installation complete. If stock hoses are not available, use appropriate sized hoses from any auto parts store.

PN 11855-P30-000 and PN 11857-PR3-000



Throttle cable bracket

59002 - Polished  
59003 - Satin

### Features of the Power+Plus Manifold

65mm inlet port • Enlarged plenum • Plenum extended beyond fourth runner to help prevent starvation • AEBS engineered internal flow design • Vacuum ports moved to back for appearance • Additional vacuum ports • Factory or aftermarket throttle bodies can be used • Utilizes all original factory sensors and connections • Intake Air Temperature Sensor mounting pad has been moved to the back of the manifold for improved appearance.

This intake manifold has been engineered by Advanced Engine Breathing Systems (AEBS) to directly replace the stock manifold and produce substantially more power in the 3,000 to 8,000 rpm range. Designed as a very high performance street manifold, it is equally at home on street or the strip. Dyno tests have shown significant performance improvements over this entire rpm range compared to a stock manifold on an otherwise stock engine. Results may vary depending upon specific engine modifications.

### Other Modifications to Complement Manifold

Header and high flow exhaust system • Cold-air intake system • Fuel pressure regulator • Camshaft and adjustable cam gear • ECU upgrade (for OBD II equipped vehicles)

**Highly Recommended:** Due to the design of this manifold, for optimum performance, we highly recommend that a tuning device such as a stand alone computer, Hondata, or Apex's VAFC be used to tune the air/fuel ratio. The VTEC engagement point should be moved up to approximately 6,000 to 6,500 rpm. Without this tuning, you may experience a mid-range dip in performance.

## MANIFOLD WARRANTY

This manifold is warranted to be free from defects in both materials and workmanship for a period of one year from date of purchase, provided that the product is properly installed and subjected to normal use and service and the product is not modified or altered in any way unless specified by our instructions. Customers requiring warranty service should contact the dealer from whom they purchased the manifold. The dealer will contact the factory and we will determine the method of satisfying the warranty. If we determine the product needs to be returned to the factory, the man-

ifold will have to be accompanied by proof of purchase and a specific description of the problem. The product must be returned freight prepaid. If a thorough inspection of the manifold by the factory indicates defects in workmanship or materials, our sole obligation is to repair or replace the product. Warranty applies only to original purchaser.

**NOTE:** The factory shall not be liable for any and all consequential damages occasioned by the breach of any written or implied warranty pertaining to this sale, in excess of the purchase price of the product sold.

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