

# SMARTRACING™

## PRODUCTS

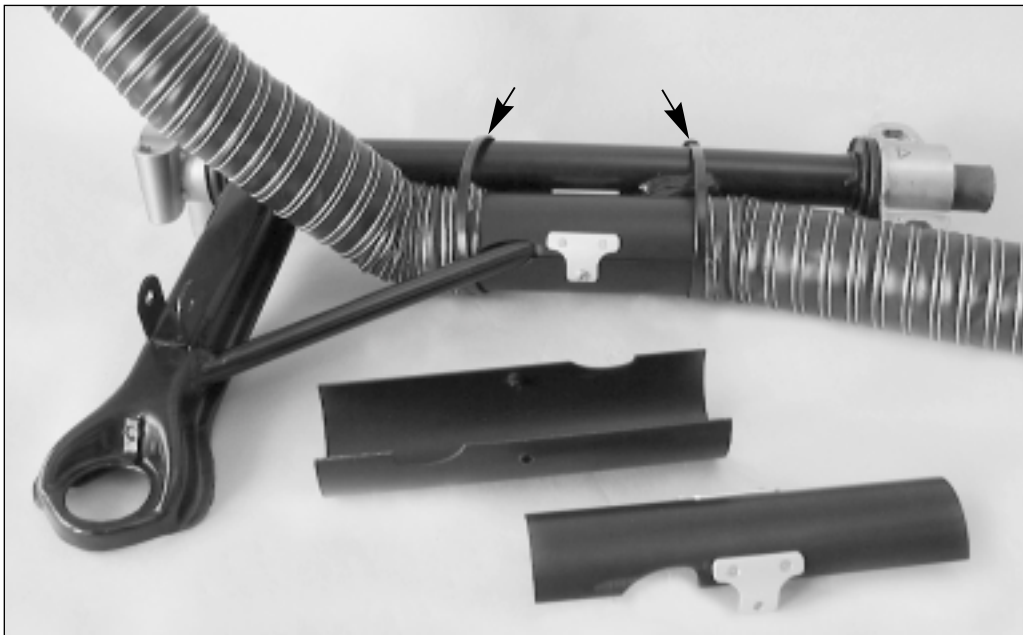
A Company Developing Smart Racing  
Products Through Engineering

Front A-arm Brake Duct Air Manifolds  
Part No. 691030

## Instructions

### Front A-arm Brake Duct Air Manifolds

### 914, 911, & 930's '89 & Earlier



#### Overview:

To provide a quick and easy-to-install air manifold that will allow proper and safe air ducting of the 2.5" air hose from the front valance/air dam area to the rotor eye manifolds. The clamshell manifolds ensure two things; one, that the air hose won't be torn off by the tire rubbing on it (which is what drove the development of the product in the first place); and two, to eliminate the reduction in the amount of lost air volume caused by crushed or worn-through air hoses. Additionally, they are offset downward to ensure that on very low cars, the manifolds won't hit the body itself and damage themselves. Kit comes with Air Manifolds for left and right sides, (4) screws, and 8 wire ties.

#### Installation:

- 1) Look at the photo, it will give you a great visual.
- 2) Disassemble the manifolds and put them over the 16mm tube so the manifold is parallel to the 36mm main tube; be sure the larger half of the manifold is closest to the ground. Note there are a left and right manifold.
- 3) Squeeze the manifold over the 16mm tube and install the two pan head screws. Snug them, but do not over tighten.
- 4) Fit the hose lengths you will need - making sure the strut/spindle can turn its full range of motion without binding the hose - then install your hoses on both ends of the manifold and secure them in place with the wire ties supplied.
- 5) Use the long black wire ties provided to hold the manifold with hoses up to the 36mm tube of the A-arm (see photo).
- 6) Enjoy the air hoses not being torn off the car anymore!

Note: If you damage one from a go-off or accident, they are available separately.



Rotor temperatures should not exceed 950°F and ideally operate between 850 to 900°F. Also, keep a close eye on brake pad thickness. The thinner the pad material gets, the more heat the pad will transfer into the caliper. We use 50% maximum pad wear as a rule of thumb to replace them, especially the fronts.

Questions or comments please call 408.369.9997 or FAX 408.369.9741  
[www.smartracingproducts.com](http://www.smartracingproducts.com)