Rsx engine bay

Updated March - It's a lot of work, it's kind of inconvenient, and if done incorrectly can be downright dangerous - but lawdalmighty, when executed correctly, can send your project build to the next level of lust-worthiness. Originally published in , take a gander at your updated guide to a proper shaved and tucked engine bay. Smoothing out the sheet metal around your engine and ditching or tucking away all kinds of bits that you don't want seeing the light of day won't make you go any faster. It also won't make your car any safer, it won't let it pass an emissions test any easier, and it's on the top of your to-do list this side of an unreasonable ride height and rims that cost more than your whole Civic. Execute things right, though, and a properly shaved and tucked engine bay can make whatever trade-offs you've had to make entirely worth it. Know that the year-old with the dumped Integra on Instagram didn't invent the whole idea of a shaved and tucked engine bay and you already know half the story. Carburetor-era hot rodders like your grandpappy have been smoothing out firewalls and concealing things like brake lines since the days when street racing was a wrist-slapping offense and the thought of mandatory smog checks was about as likely as men walking around with hair buns. It's the VW and Honda masses who've turned their engine bays into blank canvases, though, and as it turns out, there's a whole lot more to doing it right than you think. A shaved and tucked bay isn't an all-or-nothing proposition. Smooth out that firewall and stow away that wiring harness but leave that power steering pump and those brake lines alone. Or tuck it all away and get rid of every bit of nonsense the guy who designed your car thought you needed but is too big of an eyesore for you. There's no right or wrong plan, but there are all kinds of wrong ways of going about doing it. Read on and shave and tuck your engine bay the right way. The Body: You're in for a whole lot of bodywork, so if you've ever thought about painting the outside of that ratty ol' yours, now's the time to do it. Shaving that engine bay starts with removing the engine and just about everything else from under the hood. And by everything else, we mean every bolt, bracket, and line you see. Get yourself a pneumatic air grinder, stick a wire brush on the end of it, and cancel your Netflix and chill because you'll be stuck removing whatever seam sealant you can find for the next several hours. Whoever made your car applied that sealant to just about anything that was welded or butted together underneath your hood to prevent corrosion and keep paint from cracking, but sealant's ugly and the ugly's got to go. The shaved part of that shaved engine bay starts with you figuring out which bolt holes and openings throughout your firewall, shock towers, and frame rails can be closed up. Plan on relocating that brake proportioning valve someplace else, for instance? Might as well say goodbye to those mounting holes. You'll need basic fab skills to go any further, though. Here, you'll be cutting sheet metal to fit those holes and welding them into place before assuming body shop duties. Here, any paint near whatever hole you'll be welding up's got to be thoroughly removed. Grab that air grinder, swap that wire brush for a cutoff wheel, and smooth out those booger welds you just gobbed into place. Apply a thin layer of body filler throughout the bay before sanding it all down to a smooth finish. According to Downstar Inc, That seam sealant you just got rid of helped absorb vibrations and flex that occurs in the chassis where sheet metal joints are butted or welded together; without it and with too much body filler, the chances of your paint not cracking are about as likely as man-buns being a good idea. Chacon follows a different approach, applying self-leveling seam sealer throughout the bay for a smoother look. The Electrical: There are as many ways to tuck away that wiring and those electrical bits underneath your hood as there are hacks who've got no business using a soldering iron. It starts with relocating that battery and under-hood fuse box someplace you'll never see them, like in the trunk or, in the case of the fuse box, under the dash. When relocating that battery to the rear, Chacon says to make sure it's still accessible and to not skimp on wiring thickness. For everything else, you'll need to cut, splice, and lengthen every wire, but if you're slightly more sophisticated you'll de-pin them all from their connectors and replace them with longer, splice-free sections. And don't even think about using butt connectors. Garcia says that no matter which method you use, you'd better label every connector and every wire before disconnecting a thing or, better yet, modify one wire at time to avoid mixing everything up. Plan on routing that harness inside that frame rail? Good luck diagnosing that next electrical short that'll happen about two days from now. The Brakes: Your car's brake booster works in tandem with your car's master cylinder, allowing you to slow down and stop that 3,lb. Ditch that booster and your brakes'll still work, but those chicken legs of yours will have to work a whole lot harder to make it all happen. Get even more serious by relocating that proportioning valve and whatever brake lines normally run past your firewall underneath your dash. Here, the right fittings and you knowing how to properly bend and double flare those custom brake lines you're about to make can mean the difference between success or your car not stopping when you need it to. Or follow Chacon's advice and get yourself a pre-made kit made up of flexible lines. The Smog: If your car's old enough-say, OBDI or prior, or you've got some sort of standalone engine management system, you can ditch

almost all of your engine's emissions bits without affecting drivability or performance, and with nary a check engine light. That doesn't make it right and it doesn't make it legal, but it doesn't make it untrue. Most of the time, unloading all of this is about as easy as plucking the evaporative emissions canister out along with its lines, unbolting a purge solenoid or two from the firewall, and throwing it all in a pile until you get pulled over and are forced to put it all back on. Everything Else: It's difficult having a show-worthy engine bay with all sorts of aluminum tubes and rubber hoses getting in the way. When nixing power steering, swapping steering racks for a non-power-steering version will make being able to manhandle that steering wheel without any hydraulic assistance a whole lot easier. Shaved and tucked engine bays aren't all rainbows and trophies. Go overboard or do it wrong and you've just made that electrical connector impossible to access or that fuel line a roadside inferno waiting to happen. Turns out somebody smarter than you strategically placed just about everything underneath your hood with future accessibility in mind. In other words, those engineers wanted you to be able to swap that blown amp fuse on the side of the freeway without having to disassemble your dashboard. Tuck that harness and stash away any of those fuses and relays deep enough, and you've just made diagnosing that electrical problem you're about to have a whole lot tougher. Smog Checks? Forget About 'Em: Depending on where your car's registered, tossing or tucking away some of those engine-related bits is probably illegal. It's against the law to remove anything emissions-related no matter where you live and, in some states-we're looking at you, California-so much as relocating any of this is also a no-no, the consequences of which range from a failed emissions test to a rejected vehicle registration to a fine that you can't afford. Garcia says that you'd better know what you're up against before starting. Brake Fluid and Your Face: Those engineers that put that fuse box where you could get to it, they're the same ones who thought it'd be a good idea to keep those high-pressure brake lines away from you and your mug. There's a reason Honda didn't route your Accord's brake lines smack dab in the middle of your interior: the fluid passing through them exerts more than 1, psi and is hot enough to scald you. Flare that line wrong or seal that fitting improperly and you'll do more than singe the hair on your legs. Say Buh-Bye to The Good Life: Cleaning up that engine bay of yours means getting rid of everything that'd make girls want to ride in your Civic or you mom want to borrow it. Get rid of 'em. Anti-lock brake systems and brake boosters? Who needs 'em? When your finished you'll be left with a sweatbox that's harder to steer and more difficult to stop but with an engine bay that looks just how you'd planned. You'd tuck that whole engine of yours if you could. But you can't and, in most cases, you can't even hide those rubber-filled lumps of steel or aluminum that mount it all into your bay. Unless you've got a ''00 Civic or ''01 Integra, in which case Hasport's got something for you. You know that pair of torque mounts that bolt up underneath the frame rails and that you typically leave off in hopes of shedding a few pounds? Hasport's just released its own, which, unlike the factory ones, are strong enough to support the front half of that engine and transmission of yours and without those left- and right-side mounts up top that you've never thought of getting rid of. There are all sorts of things standing in between you and a well-executed engine bay. On the top of that list is you not knowing a lick about what sort of fittings, adapters, and lines you ought to be using when tucking away those brake, clutch, and fuel lines. For starters, understand that your brake system's subjected to massive pressure. The fluid that runs through it is also corrosive; use the wrong sort of hose and you won't just ruin your paint, you could ruin your face. Follow these here tips and avoid your own plumbing disaster. For most fluids, just about any steel-braided or nylon-covered rubber-based hose will work, but for hydraulic brake and clutch lines, be sure to use Teflon-based hose instead of rubber. AN fittings with their specially designed conical seals don't require any sort of sealant. Want yours to leak? Wrap it in Teflon tape or put a dab of silicone on it before tightening it down. Speaking of Teflon tape, leave that to Bubba the plumber and his crack. When sealant's required, like for pipe-thread fittings, for instance, use something liquid-based that's less likely to come apart and clog a fuel injector. And while you'll never be able to thread an AN adapter directly into your car's metric-based master cylinder, know that there's almost always an adapter to join together two otherwise incompatible connections. You think those flared brass fittings hanging next to the toilets at Home Depot are exactly what you need for that fuel line and you couldn't be more wrong. Home improvement adapters like these rely on a degree flare, unlike AN fittings that are cut to 37 degrees. Combine the two for an impressive shower of fuel, coolant, or oil under your hood. What's your best piece of advice for those planning on taking on their own shaved and tucked bay? Frank Garcia, Downstar Inc. Are windshield wipers important to you? If not, take 'em out. What about power steering? Write down what you want to keep and what you want to get rid of before starting anything. People underestimate the work involved when they've never done it before. But once you do it you'll have a better appreciation for the people who do it day in and day out. What sort

of compromises have got to be made when shaving or tucking a bay? FG: When you're going for a specific form or look, you're going to have to get rid of some function. There's no way around it. Obviously, there's a noticeable difference when you remove those things. We enthusiasts make those sacrifices to build what we dream about. What kind of precautions would you recommend taking to make sure safety isn't compromised? FG: If you're not comfortable assembling a brake line or a fuel line, have someone else do it. If something goes wrong, your car can catch on fire or you can die. RC: Use the right tools for the job. If you're tucking a brake system, watch a couple of YouTube videos on how to flare hard lines properly. Same with wiring; watch some videos on how to use a voltmeter and how to properly solder connections and cover the wire correctly. Most importantly, don't rush it. Always think about what you're doing and do it right. What are some simple things someone who's not ready for a full shave and tuck can do to their engine bay? FG: One thing you can do if you've got a Honda is flip the brake booster upside down. It'll hide the vacuum line down low where you won't see it. Also, I noticed a huge difference from just adding hardware when I started. RC: Go back to the basics, like with a simple headlight harness tuck, battery relocation, or hardline-to-AN fuel conversion. Simple and clean will never go out of style. Downstar Inc. Beauty Washers: You're not ready for that fully overhauled engine bay yet and that's fine. Downstar's got the polished-up, low-profile hardware you need to replace those ugly-looking OEM lumps and clean up that engine bay in a hurry. Downstar's got applications for most popular Japanese cars and universal hardware that'll work if they don't. Tuckin' Brakes Kits: You're ready to stuff that brake system of yours underneath the dash but you've got no idea what sort of fittings and lines to use. Downstar's brake line kits let you stick that proportioning valve out of the way, and since the lines are professionally assembled and tested, eliminate the chances of your Miata getting tossed into a wall. Wilwood Brake Master Cylinders: Whether you're looking for a smaller and lower-profile master cylinder than what your car came with or something that'll allow you to safely remove that brake booster, Wilwood's probably got an application for you and for about the same money you'd spend for another stock one. If you drive a turbocharged car, air leaks in the forced induction system can rob you of all-important power – we give you the quick rundown of how to troubleshoot suspected boost leaks. SuperStreetOnline how to. Your Guide to a Proper Shaved and Tucked Bay Everything you need to know about creating a show quality, super-clean engine compartment. Aaron Bonk â€". View Photo Gallery 21 Photos. A History Lesson. Getting It Done. Now's the time to determine what'll stay and what'll go. Use a felt-tipped pen and mark everything you plan on cutting off or filling. Here, sheet metal's got to be cut to fit and welded in place before being ground down to a smooth finish. You'll be removing every bit of it, and that means that your body work better be on point if you want to avoid cracking paint. Route it through the frame rails to conceal it entirely or bracket and zip-tie it to the inner fender or frame rails' undersides if you still want access to it. Be sure to consider suspension travel and wheel movement before settling on any particular path, though. Every wire's got to be lengthened to reach and, in the case of the larger-gauge wires, should be replaced entirely with longer, splice-free sections. Look for a location that you can still access quickly and swap a fuse within should you ever need to. Connector plates like this one from Rywire allow you to route that mil-spec harness through just about any place on the firewall, like down low where you'll hardly notice it. You'll need a brake master cylinder that doesn't require a booster and the ability to bend up and flare whatever lines span from the master cylinder to the proportioning valve. Here, double-flared hard lines work better than flexible, steel-braided ones; the more flexible the lines in the system, the more slop you'll feel in that brake pedal. In some cases, like in Hondaland, you can flip that thing upside-down, relocating that massive vacuum line down in the depths of your engine bay where you're less likely to see it. Notice the relocated nipple at the booster's lower left. Know that home improvement store fittings are nothing at all like the sort of automotive plumbing you know you need and you're already on the right path. Auto-grade hose ends like these feature flared ends that don't require any sort of sealant and can be taken apart and tightened back down an infinite number of times. If you're resourceful, though, you'll know that with the right adapters just about any connection can be made, like this metric-threaded master cylinder that's been hooked up to a conventional AN fitting. Avoid all of that by starting with a high-quality flaring tool that creates a double flare, just like the OEMs use. If there's any place you don't want to cut corners, this is it. The Ugly Side of Shaved and Tucked. Tucked Engine Mounts!? Plumbing and What You're Doing Wrong. The Goods You Need. No problem. By Aaron Bonk. Japanese European Domestic. Rodrez â€" Feb 5. Project K24 Pt. Rodrez â€" Nov 16. Rodrez â€" Oct 22. Scott Tsuneishi â€" Oct 22. Rodrez â€" Oct 1. Super Street Newsletter Sign Up. Email: Required. Zip Code:. Yes â€" I prefer to receive offers and promotions from Super Street Online. Yes â€" I prefer to receive occasional updates with special offers from carefully selected third party partners of Super Street Online.

By subscribing you agree to the terms and conditions of our terms of use. Sponsored Links. Make Model Year Search. Related Articles SuperStreetOnline how to. You have no vehicle information saved in your Acura Owners account. Vehicle Specifications. Print Specs. Engine 5 Speed Automatic. Back to top. Engine Type. Displacement liters. Compression Ratio. Fuel Injection. This new method slightly reduces a vehicle's horsepower rating and torque due to more stringent testing procedures. Many manufacturers are still using the older standard of measurement. Horsepower and torque can only be fairly compared if both vehicles were calculated using the same SAE standard. Transmission 5 Speed Automatic. RSX Automatic. RSX Manual. Chassis 5 Speed Automatic. Body Type. Steering Type. Turning Diameter, curb to curb. Interior Features 5 Speed Automatic. Sport seat with cloth-trimmed interior. Driver's seat adjustable lumbar support. Driver's seat-height adjustment. Leather-wrapped steering wheel. White-faced gauges with red illumination. Front center console with tray and dual beverage holder. Lighted front beverage holder area. Rear-seat center storage and tray. Three rear beverage holders. Center console front and rear power outlets. Driver's and front passenger's seatback pockets. Front passenger-side walk-in feature. Carpeted floor mats. Removable cargo cover. Dual trip meters. Maintenance interval reminder. Illuminated power window switches and ignition switch. Integrated glass antenna. Titanium trim in front seat headrest opening. Textured titanium instrument panel trim. Chrome trim ring around manual transmission shift boot. Power moonroof with tilt and key-off operation. Theft-deterrent system with electronic immobilizer. Automatic climate control system. Power windows, door locks and hatch lock. Steering wheel-mounted cruise control. Front door storage pockets. Dual overhead map lights. Remote entry system. Exterior Features 5 Speed Automatic. Heated, power-operated, body-colored outside mirrors. All-Season steel-belted radial tires. Heat-rejecting green-tinted glass. Galvanized-steel body panels. Body-colored front and rear bumpers. Body-colored rockers. Speed-sensing, variable intermittent windshield wipers. Rear-window wiper and washer. Integrated rear glass antenna. Chrome exhaust outlet. Body-colored chin spoiler and lower side sills. Chip-resistant rocker panels. Safety Features 5 Speed Automatic. Dual-stage, dual-threshold front airbags SRS. Impact-absorbing crumple zones front and rear. Multi-reflector halogen headlights. Rear-window defroster with timer. Front side-window defoggers. Side-impact door beams. Side-impact floor beam. Collapsible steering column. Impact-absorbing interior surfaces. Safety glass. Nonprotruding switches and controls. Automatic transmission interlock features. Center high-mount brake light. All-around visibility General Specifications 5 Speed Automatic. Fuel Tank Capacity. Recommended Fuel. Crankcase Refill Capacity, including filter. Cooling System Capacity: 6. Minimum Ground Clearance. Curb Weight: Manual: lbs kg Automatic: lbs kg. Head Room: Front: Leg Room: Front: Hip Room: Front: Shoulder Room: Front: EPA Passenger Volume. EPA Cargo Volume. Warranties 5 Speed Automatic. Please refer to the maintenance section of your owner's manual to determine all appropriate maintenance intervals. Interior Accessories 5 Speed Automatic. CD Changer. CD Changer Magazine. CD Changer Attachment. All-Weather Mats. Aluminum Shift Knob 5MT. Cassette Player. Trunk Tray. Luggage Net. Interior Panel Kit. Exterior Accessories 5 Speed Automatic. Car Cover. Full Nose Mask. Front Under Body Spoiler. Side Under Body Spoiler. Rear Under Body Spoiler. Moonroof Visor. Wheel Locks. Door Edge Trim. Engine Block Heater. Fenderwell Trim. Gold Emblem Kit. Fog Lights. Splash Guards. Rear Wing Spoiler. Engine 5 Speed Manual. Transmission 5 Speed Manual. Chassis 5 Speed Manual. Interior Features 5 Speed Manual. Exterior Features 5 Speed Manual. Safety Features 5 Speed Manual. General Specifications 5 Speed Manual. Warranties 5 Speed Manual. Interior Accessories 5 Speed Manual. Exterior Accessories 5 Speed Manual. Engine 6 Speed Manual Type-S. Transmission 6 Speed Manual Type-S. Chassis 6 Speed Manual Type-S. Titanium finished gearshift knob. Body-colored hatch spoiler. Body-colored chin spoiler and exclusive lower side sills. Billet-style exhaust outlet. Sport-tuned suspension. Cooling System Capacity. Curb Weight. Warranties 6 Speed Manual Type-S. Gold 'Type-S' Emblem. Change Vehicle. Choose a Year and Model to View YEAR MODEL Select. You have no vehicle information saved in your Acura Owners account. Vehicle Specifications. Print Specs. Engineering 5 Speed Automatic. Back to top. Powertrain: 2. Compression Ratio: RSX - 9. Engine Block Aluminum alloy with cast-in iron cylinder liners. Cylinder Heads Aluminum alloy with pentroof combustion chambers. Alternator: amp. Battery: 12V, maintenance free. Please refer to the maintenance section of your owner's manual to determine all appropriate maintenance intervals. Body Type: All-steel-unit body. Rear Suspension: Independent compact double-wishbone with coil springs and stabilizer bar. Steering Type: Torque-sensitive variable-assist rack-and-pinion steering. Steering Wheel: Turns, Lock-to-Lock 2. Steering Ratio: Turning Circle: Curb-to-Curb Wheels: 5-spoke cast alloy, 16 x 6. Rear Discs: lSolid, Transmission 5 Speed Automatic. Driver's and front passenger's side air bags with side air bag cutoff system. Front dual seat belt pretensioners. Front inner-buckle

lap belt pretensioners. LATCH child seat mounting system 2 outboard positions, rear seat. Side-impact door beams. Side-impact floor beam. Front and rear energy absorbing crumple zones. Breakaway inside rearview mirror. All-season steel-belted radial tires. Power-operated outside mirrors. Non-protruding switches and controls. Collapsible steering column. Energy-absorbing interior surfaces. Safety glass. All-around visibility degrees. Rear window defroster with timer. Center high-mount rear brake light. Theft-deterrent system with electronic immobilizer. Automatic Climate Control System. Micron Air-Filtration System. Front side-window defoggers. Tilt steering column. Power windows. Illuminated power window switches. Power door locks. Power moonroof with tilt feature and sliding shade. Electronic immobilizer system. Theft-deterrent security system. Steering wheel-mounted cruise control. Overhead map lights. Digital quartz clock in radio. Front center console with tray and dual beverage holder. Center console rear beverage holder. Center console rear power outlet. Two volt power outlets. Metallic sport gauges. Dual trip meters. Illuminated front beverage holder area. Sunglass holder. Driver's and front passenger's vanity mirrors. Remote fuel-filler door release. Illuminated glove box. Illuminated cargo area. Leather-wrapped steering wheel. Driver's seat adjustable lumbar support. Driver's and passenger's seatback pockets. Front door storage pockets 2 in each door. Split fold-down rear seats with center storage tray. Carpeted floor mats. Exterior Features 5 Speed Automatic. Speed-sensitive intermittent windshield wipers with mist feature. Body-colored front and rear bumpers. Heat-rejecting green-tinted glass. Printed on-glass radio antenna rear glass. Chip-resistant rocker panels. Galvanized body panels. Keyless entry and security system for doors and lift gate. Five-spoke alloy wheels. Capacities 5 Speed Automatic. Passenger Volume - Cargo Volume - Engine Oil with filter - RSX - 4. RSX Type S - 4. Fuel tank - Coolant: RSX 5-sp. RSX 5-sp. RSX Type S 6-sp. Recommended Fuel for RSX - regular unleaded 87 octane. California figures are the same. Your mileage may vary. Factory estimates; EPA figures not available at time of printing. Dimensions 5 Speed Automatic. Exterior: Wheelbase: Overall Length: Overall Width: Height unladen : Minimum Ground Clearance laden : 4. Track: Front- Interior: Head Room: Front: Rear: Hip Room: Front: Shoulder Room: Front: Total Interior Volume Engineering 5 Speed Manual. Transmission 5 Speed Manual. Exterior Features 5 Speed Manual. Capacities 5 Speed Manual. Dimensions 5 Speed Manual. Change Vehicle. Choose a Year and Model to View YEAR MODEL Select. I needed to expedite the order because I needed it right away, and they got on the Chat with me and handshook everything we needed to do to get me the Bestsellers 1. Gates 4cyl 2. Top Searches casket. Add to Cart. Add to Wishlist. Shop With Us Shopping wi

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 th us is secure. Outside of Michigan? You pay no sales tax! Deal expires in 15 minutes! Product Overview. Take pride in your engine bay or engine? The Titanium kits utilize 6AL-4V Grade 5 Titanium which provides exceptionally high tensile strength, lightweight, and great looks! The Titanium Series fasteners have been tested to be stronger than Grade 8 Stainless Steel bolts, all while maintaining a beautiful anodized finish that will set your car above and beyond the rest in terms of attention to detail. The Titanium Series features our signature head design on all of the bolts large and small for a truly custom look! Manley 5. Recommended products list Customers who bought this product also bought the following products:. Type the characters you see in the picture. Today's Best Sellers. All rights reserved. Have Questions? Welcome to RSX Store. Contact Us. If you do not see any picture here, please enable images in your web browser options and refresh this page :. Get a different code.