



Performance air filters
for road and race vehicles

AB65HC
Honda Civic Vti
Performance Airbox Kit





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AB65HC Performance Air Box

Honda Civic Vti Fitting Instructions

Parts List:-

<u>Qty</u>		<u>Description</u>
1	X	AB65 Carbon Air Box
1	X	Carbon Fibre Air Filter Retaining Ring
6	X	M5 x 20 Stainless Steel Button Head Screws
1	X	JC60/70X Maxogen Air Filter
1	X	JDR-2 Dust Retention Spray
1	X	Anodised Aluminium Air Box Mounting Bracket
3	X	M6 x 25 Stainless Steel Cap Head Screws
6	X	M6 Stainless Steel Penny Washers
3	X	M6 Stainless Steel Ny-lock Nuts
1	X	102mm x 500mm Cold Air Duct
1	X	90-110 Stainless Steel Hose Clip

Tools Needed

Slotted screwdriver
3mm Allen key
5mm Allen key
10mm open ended spanner
Ratchet with 10mm socket and extension bar
Jack
Axle stands



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Removal

To remove the airbox you will need to take out the two flanged bolts on top of the left hand side (looking from the front) suspension turret, keep these bolts safe as they will need to be used later to mount the ITG airbox bracket. Now pull away the induction hose connecting the airbox to the throttle body and lift the airbox out, this may need a little force to release from the push in lower mount.

With the main airbox removed you will then need to remove resonator box and air feed that sits inside the inner wing. To do this you will need to jack up the front of the car and secure with axle stands. Once the car is safely secured you will need remove the under tray and wheel arch liner to gain access to the resonator box, this is held in place by two 10mm hex head bolts, simply remove the two bolts and the box will drop out.

Fitting

The first job to do is fit the aluminium airbox mounting bracket, this fits in the space previously occupied by the original airbox. When in position the bracket will be sat behind the headlight with the ITG logo readable from the front, there will be two holes (originally under the airbox) that will line up with the bracket and then bolt into place with the two mounting bolts you saved earlier.

Before you fit the airbox into place it is a good idea to fit the cold air ducting to the airbox (with the airbox in place it is impossibly fiddly!!), slide over the end of the duct that has had the wire helix cut back and tighten into place with the 90-110mm hose clip.

You are now ready to fit the airbox into place, make sure you have three penny washers on the bracket (one on each stud) and then start to feed in the air duct and match the airbox mounting holes to the studs on the bracket. Now fit the other three penny washers (again, one on each stud) and tighten the airbox into place with the three ny-lock nuts.



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Fitting (cont.)

Now you will need to get underneath the car to fit the air ducting into place, direct the duct into the space left by the resonator chamber and refit the inner wing guard and under tray to hold the duct in place. With all the guards back in place and securely fitted you can now drop the car back down onto the floor.

The next job is to fit the airfilter into the airbox itself, please note that the filter is supplied dry and will have to be oiled first – a full set of instructions can found at the back of these instructions. Push the filter into the airbox until the aluminium spinning is fully seated over the small lip on the airbox and then tighten into place using the carbon retaining ring and the six M5 x 20 button head screws – these do not need to be fully tightened down until the ring is bowed, just enough to hold the filter securely in place, the anchor nuts used are self locking so there is no danger of the screws coming lose.

All that is left now is to push the rubber intake hose onto the neck of the filter spinning, this should push in about 10mm and will meet up with a lip on the inside of the hose, make sure it is pushed in squarely and fully to make sure a good seal is made and that no air can be drawn in.

Job done!!! All that is required now is to fully CHECK EVERYTHING!!! Make sure all nuts and bolts etc. are fully tightened and secure and then go out and play.

IMPORTANT!!!!

PLEASE NOTE THAT THE AIR INTAKE IS POSITIONED VERY LOW ON THE CAR – BE CAREFUL WHEN TRAVELLING THROUGH FLOOD WATER AS THERE IS A DANGER THAT WATER MAY BE SUCKED UP INTO THE ENGINE IF PROPER CARE IS NOT TAKEN.

ITG TAKE NO RESPONSIBILTY FOR ANY DAMAGE CAUSED BY THE ENGINE HYDRO-LOCKING OR SUCKING UP WATER IN ANY WAY.