



induction technology group ltd

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AB65RC172

Renault Clio 172 / 182

Maxogen Induction Kit





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AB65RC172 Performance Air Box

Clio 172 MkII / Clio Cup / Clio 182 Fitting Instructions

KIT CONTENTS

<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	JC60/70 Maxogen Air Filter
1	X	JDR-2 Dust Retention Spray
1	X	Black Silicon Hose
2	X	60-80mm Stainless Steel Hose Clips
1	X	Plated 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	Plated 'Teardrop' Blanking Plate
1	X	M6 x 10 Stainless Steel Hex Head Bolt
2	X	M6 Stainless Steel Plain Washers
1	X	M6 Stainless Steel Ny-Lock
2	X	M6 x 16 Stainless Steel Cap Head Bolts
2	X	M6 Stainless Steel Penny Washers
1	X	M6 Stainless Steel Ny-lock Nut
1	X	M6 Stainless Steel Plain Washer
1	X	M6 Spring Washer
1	X	150mm Rubber Edging Strip
1	X	Black Rubber Vacuum Blanking Cap



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REMOVAL

The first thing you will need to do is remove the airbox to throttle body hose, this is done by slackening off the two hose clips and removing the engine breather return pipe from the back of the inlet manifold, then pull the hose away from the airbox and throttle body. With the hose removed you can now remove the airbox lid and filter, then using a 10mm socket and ratchet, remove the three bolts that hold the airbox in place and carefully start to lift the airbox out. There are two cold air feed pipes that run into the box that will have to be removed. With the airbox raised a little, you should be able to access the ducting pipes and wrestle them out of the airbox (you may need to depress any catches that lock the hoses into place). With the airbox out of the way you should now be able to completely remove the cold air feed pipes, this may require some effort but with a little pulling and twisting the hoses should come straight out.

With these jobs done you will now need to turn your attention to the L/H front wheel arch, there are a few components tucked away behind the front bumper that will need to be removed. Firstly, slacken off the L/H wheel nuts slightly and jack up the front of the car and support with axle stands, now remove the L/H front wheel to gain access to and remove the inner wing liner. This is done by removing the three Torx screws at the front of the liner where it attaches to the front bumper and then remove any plastic bungs / scrivets / push in plastic clips etc that may be holding the liner in place.

You should now be able to see the vacuum control solenoid that is located behind the bumper and is attached to the same point as the horn. Disconnect the wiring connected to the solenoid and then remove the vacuum pipe that leads back to the throttle body (now would be a good time to fit the little rubber blanking cap onto the vacuum take off). Using a 13mm spanner (or socket if you can get it in), remove the horn / solenoid assembly. Once this is done you can now re-fit the horn, tidy up any loose cables, re-fit the wheel arch liner and wheel, and then drop the car back down on the ground.





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FITTING

The first thing to fit is the 150mm rubber edging strip to the flitch panel beneath the ECU mounting stabilizer bracket (there is a gap of approx 120-150mm between the battery and this panel where the nose of the airbox will sit). In this same panel you will find a hole approx 80mm diameter which you will need to cover with the 'teardrop' shaped bracket, this is done by bolting it into place using the M6 x 10 hex head bolt / washers / nylock nut provided.

Now loosely fit the airbox mounting bracket to the slam panel using two M6 x 16 cap head bolts and penny washers, the bracket mounts onto the original front airbox mounting bracket and an extra, previously unused hole in the slam panel.



DO NOT TIGHTEN UP THIS BRACKET YET!!! If you do you will not be able to get the airbox into place. Before you drop the airbox into place you will need to remove the bolt at the front of the ECU support bracket (right by the slam panel), and carefully lift it up just enough to slide the nose of the airbox through and drop the airbox into place – this may be a little tricky as the airbox will be quite a tight fit. Making sure you have penny washers beneath the airbox (between the bracket and airbox), drop the airbox into place with the airbox's nose pointing towards the L/H headlight and fit the penny washers and ny-lock nuts to hold the airbox onto the bracket. With everything loosely in place, position the box so as much clearance as possible can be achieved between the battery and airbox nose and then fully tighten up all the airbox mounting nuts and mounting bracket bolts. This whole process may take a couple of attempts until you are satisfied the airbox is correctly positioned.



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With the airbox firmly mounted you can now fit the air filter, following the cleaning and re-oiling instructions elsewhere in these instructions, oil your filter and slide it into the airbox, don't worry about deforming the foam a little to get it in – everything will pop straight back into place afterwards. Make sure the filter's aluminium spinning is firmly located over the small lip on the airbox and then fit the filter retaining ring using the six

M5 x 20 button head screws, using a 3mm allen key, carefully tighten all the screws evenly making sure the ring is being pulled down evenly, these screws may seem a little tight as the anchor nuts used are self locking.

You are now ready to fit the silicon hose that connects the filter to the throttle body, push the convoluted end of the hose onto the filter's neck and then bend, push and twist as is needed to get the other end onto the throttle body. Position the hose so it is fully butted up against the throttle body and then tighten up both the hose clips. With this done you can connect the oil breather return pipe on the back of the hose to the outlet situated at the back of the inlet manifold.

Your kit should now be fully fitted – all that is left to do is double check EVERYTHING. Make sure all the bolts, nuts and hoses are fully tightened and everything is correctly positioned then go out and play!!