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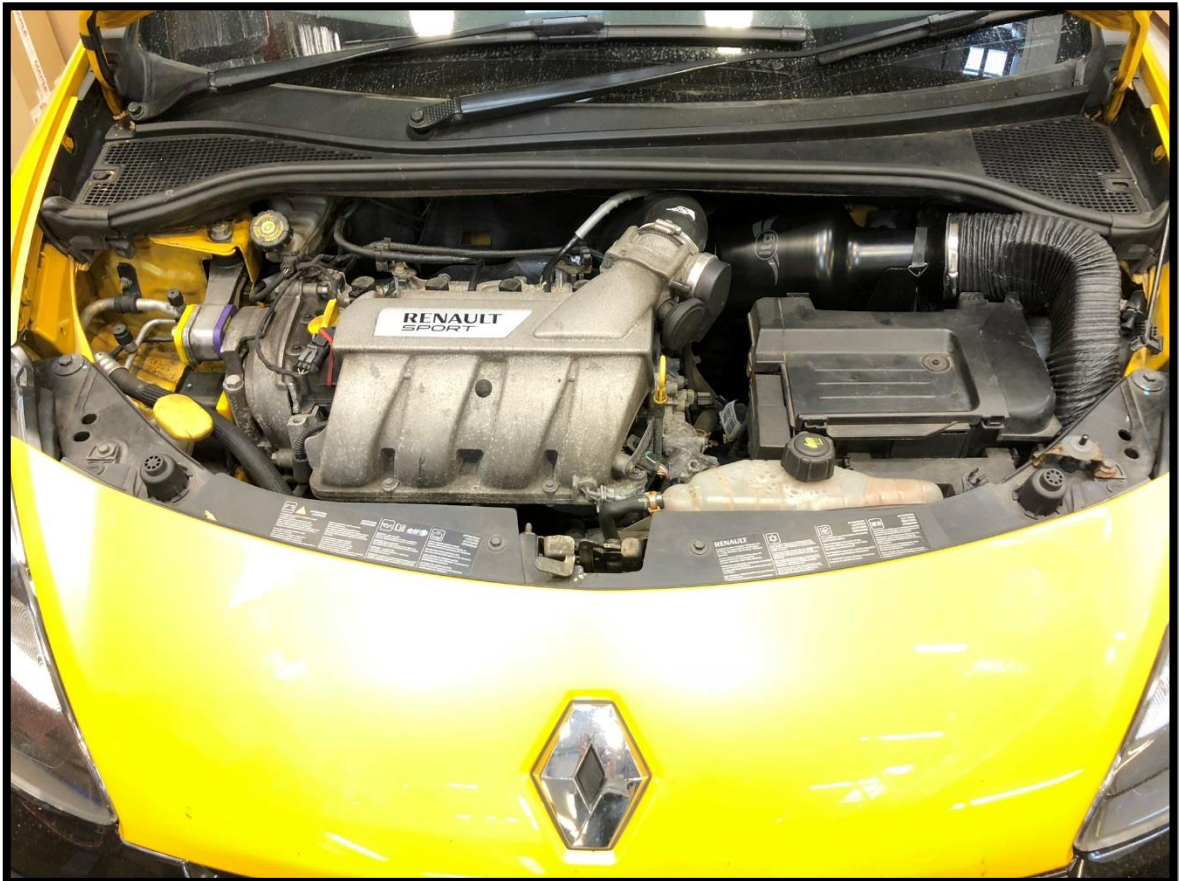
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ARAB65RC197 Renault Clio RS 197 / Cup Maxogen Induction Kit

Fitting Instructions



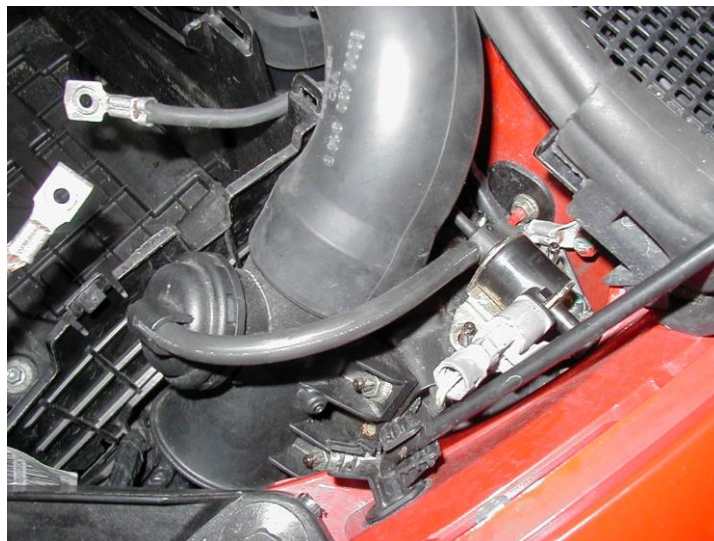


STANDARD AIRBOX REMOVAL

Unclip the battery protection cover to expose the battery and its terminals, then undo 2 x 10mm nuts on the negative (black) battery terminal and secure the wires out of the way. Next undo the 2 x 10mm nuts on the positive battery terminal and secure these wires out of the way. Remove the battery retaining clamp by undoing 1 x 13mm bolt located at the front of the battery tray. Now remove the battery acid overflow pipe and the battery itself and store it in a safe place.

Next remove the air filter to throttle body hose by slackening the 2 x hose clips with a flat blade screwdriver.

Now remove the air box silencer pipe located on the right hand side of the engine bay, unbolt the electronic solenoid valve by undoing the 2 x 10mm nuts and remove the vacuum pipes (one runs to the inlet manifold), then gently pull the air pipe from the box leaving the solenoid connected to the car.





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Remove the solenoid mounting bracket by undoing 2 x torx t25 screws, once the bracket is out of the way the torx screws can be refitted using one on them to secure the redundant solenoid in a convenient position.

Next remove the forward air box feed that runs in front of the inlet manifold by pulling it free from the radiator cowling and the air box inlet tube.

Now unclip the fuse box/holder located on the left driver's side of the battery tray, you will need to gently unclip it using a flat blade screw driver between the fuse box and the battery tray. Secure the fuse box out of the way.

Next with a sharp tug on the battery surround it will come unclipped, you may need to exert a small amount of force to do this. Then with the front fuse box/holder still connected to the surround, rotate it up to allow clearance for the air box to be removed.

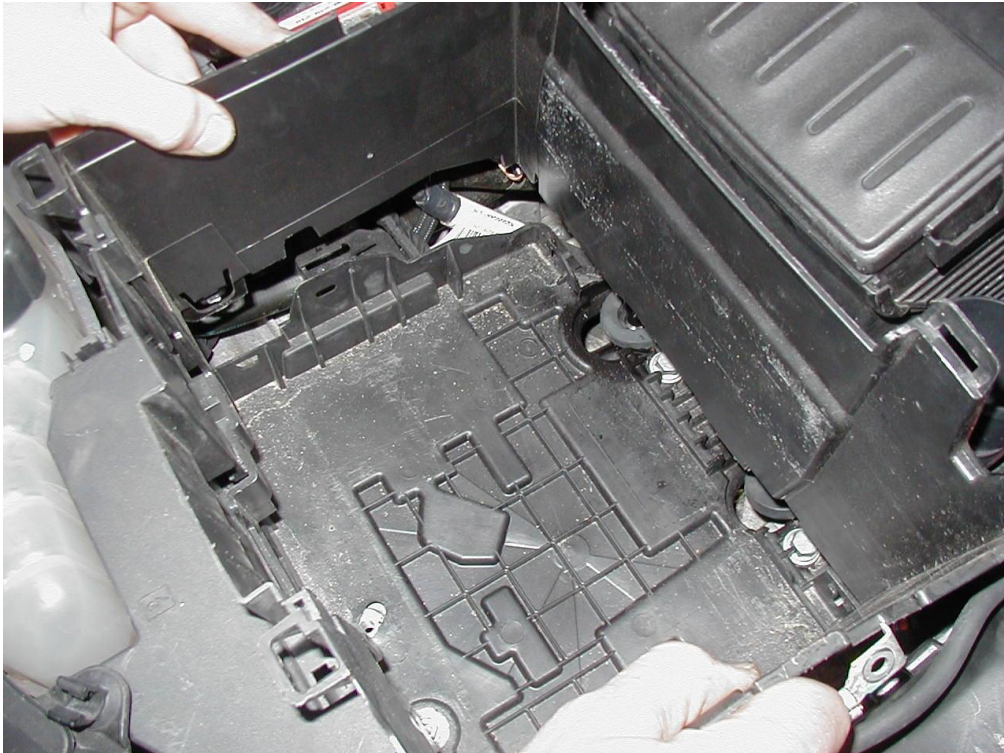


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Now with the battery surround still elevated, pull the air box up and out of its rubber mounts and remove it from the car. This may be tricky due to the size of the box so a second pair of hands may be required.

Once the original air box is removed, the battery surround can be refitted making sure all the clips located properly and no wiring gets trapped in the process.

Next refit the left-hand side fuse box being sure it is attached in the correct mounting position.

Now remove 2 x 13mm bolts from behind the battery tray ready for the filter bracket.



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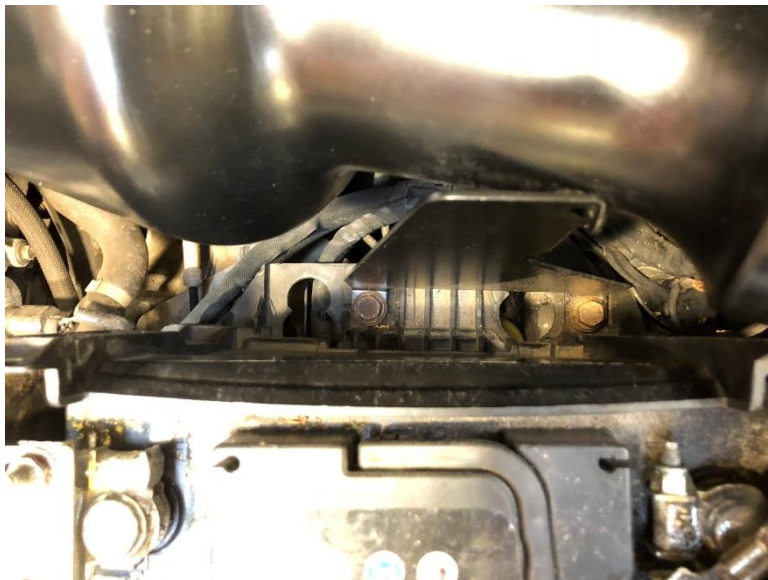
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FITMENT

Due to the lack of space in the engine bay it is necessary to put the new air box in the space where the original air box was to aid the assembly later.

Next fit the new silicone air filter hose to the throttle body using the hose clips provided making sure they are NOT tightened at this stage.

Now the air box support bracket can be fitted behind the battery surround using the 2 x 13mm bolts removed earlier.



Next the new air filter box can be fitted into the silicone air filter hose and placed into the semi circle cut out in the air box bracket. Once this is done the elastic retaining strap can be fitted around the snout of the air box to hold it securely. The 2 x hose clips can then be tightened around the air filter hose making sure there is an airtight seal and the hose is not deformed in any way.



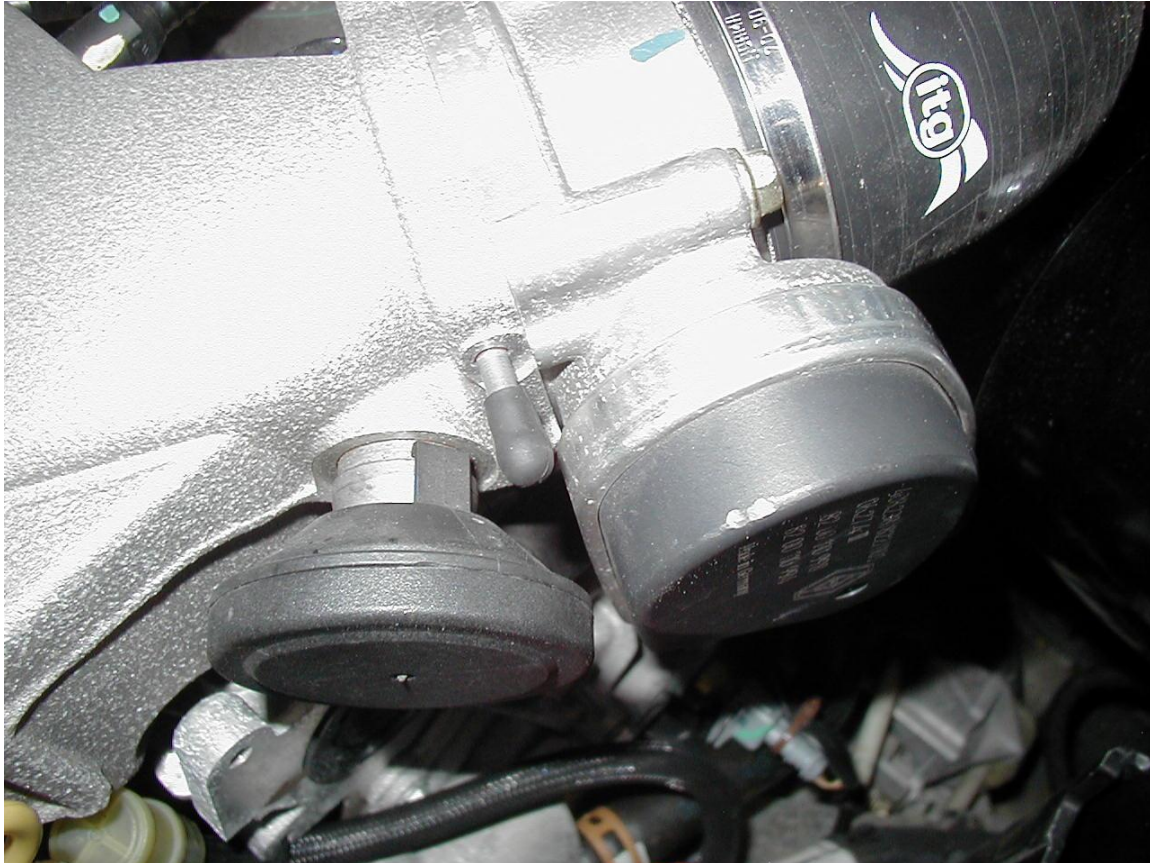
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Now the vacuum port on the inlet manifold must be blanked off using the rubber blanking cap provided with the kit.



The flexible ducting can now be fitted to the end of the air box and tucked in behind the passenger side headlight, the pipe is shaped in such a way that when fitted correctly it will follow a smooth air flow path to the air box. The duct may need to be manipulated slightly to clear the bonnet stay.



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The air box installation is now complete, and the battery can be fitted in a reverse procedure is which it was removed.

Before the car is started please take a moment to double check all nuts, bolts and clips are tight to ensure smooth reliable running of the car.