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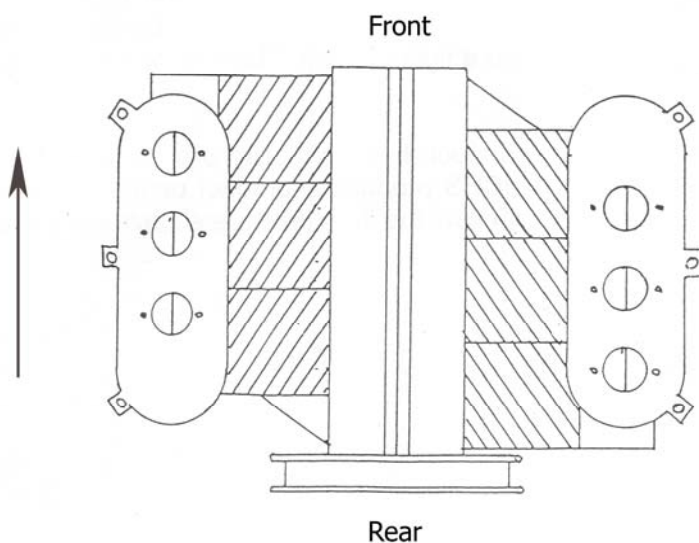
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Instruction for fitting ITG JC90 Megaflow Filters for Porsche 911

The filters and baseplates are supplied in pairs and should be fitted in the orientation shown in the diagram below.

1. Remove the original filter and duct, together with the two lower parts of the duct and the carburettor trumpets. Be careful not to drop any nuts, washers or screws into the carburettors. The six studs in the top of each carburettor should not be removed.
2. Fit the baseplates of the Megaflow filters in place of the two lower parts of the duct, using the studs as a guide. Check the position of the plates with the diagram.
3. Fit the trumpets and loosely fit the nuts which secure them.
4. Fit and tighten the four screws in the small holes between the trumpets, then tighten the nuts on their studs.
5. Fit the filters to the baseplates.

It may be necessary to shorten the two vertical links in the throttle linkage to prevent them from touching the underside of the baseplates. Both sides should be shortened equally and the long horizontal link above the crank case should be shortened to compensate. Carefully check the correct operation of the throttle mechanism after any adjustment.





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Instructions For Oiling ITG Foam Air Filters

If your ITG filter has not been factory pre-oiled then follow the instructions below.

All foam air filters should be oiled to provide the best filtration performance. The recommended oils are specifically formulated for foam air filters. When the oil is correctly applied, it provides a tacky coating over all the surfaces of the structure of the foam filter. As dust particles pass into the filter, they collide with the foam structure and are then retained in the oil coating. The oil coating also flows around the dust particles to continue to present a tacky surface for further dust particles.

If foam air filters are used in a 'dry' or non-oiled state, they still provide filtration of larger dust particles, and they will also retain most smaller dust particles due to an electrostatic effect. Electrostatic dust retention is much less reliable than oil retention, so if a filter is used without oil, it is very important to monitor whether any dust is passing through the filter, and to clean the filter frequently. Some dust, which can potentially damage the engine, may pass through a filter used in dry condition.

ITG will not provide any warranty when a filter is used in dry condition, or has not been maintained according to instructions.

There is a popular misconception that oil from air filters can become detached from the filter, pass through the air, and contaminate a MAF unit (mass air flow meter). Oils designed specifically for foam air filters are too viscous to become airborne and migrate onto MAF units. All pre-oiled ITG Profilters have the correct amount of oil applied and will not cause any issues with MAF units.

Under no circumstances use cotton gauze filter oil, engine oil or any other oil not specifically manufactured for foam air filters.

Oiling your filter

Read the label on the can prior to spraying and use in an open, well ventilated area. Holding the aerosol about 25mm/1" from the filter, spray in a circular motion all over the foam surface until the coarse foam pores just start to fill up with oil. Then, wearing protective gloves use your finger tips to 'massage' the oil deep into the foam.

The aerosol contains a mix of oil concentrate and a thinning agent which helps the oil to penetrate deep into the foam. The thinning agent will evaporate off after around 5-10 minutes, so it is important to massage the oil into the foam as soon as it is applied to ensure the oil works its way through to the fine, inner layer of foam. If you think you have over oiled your filter, you can dab the surface of the foam with a strong absorbent paper tissue/paper kitchen towel, which will remove most of the excess oil.

Your filter is now ready to install.