



Performance air filters
for road and race vehicles

RAB65VX220NA
ITG Maxogen Airbox Kit
Fitting Instructions





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RAB65VX220NA Performance Air Box

Vauxhall VX220 N/A Fitting Instructions

Parts List:-

<u>Qty</u>		<u>Description</u>
1	X	RAB65 Carbon Air Box
1	X	Carbon Fibre Air Filter Retaining Ring
4	X	M5 x 10 Stainless Steel Button Head Screws
1	X	JC60/67 Maxogen Air Filter
1	X	JDR-1 Dust Retention Spray
1	X	Black Silicon Hose
2	X	60-80mm Stainless Steel Hose Clips
1	X	13mm x 90° Oil Breather Return Fitting
1	X	6mm Straight Vacuum Take Off Fitting
1	X	300 x 102mm Neoprene Cold Air Ducting Hose
1	X	90-110mm Stainless Steel Hose Clip
1	X	Plated Aluminium Air Box Mounting Bracket
2	X	360 x 4mm Tie Wrap
1	X	120mm Elasticated Air Box Retaining Strap
1	X	Cold Air Duct Support Bracket
1	X	520 x 8mm Tie Wrap



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Removal

The first thing you will need to do is slacken the wheel nuts on the near side rear wheel as this will have to be removed later

You will now need to jack up and support the back end of the car, take care when doing this as Vauxhall / Lotus have not really provided any suitable jacking points.

With the back end of the car raised and supported on axle stands, remove the near side rear wheel to gain access to the inner wheel arch retaining screws. Using a Philips screwdriver remove the six M5 Philips screws that hold the wheel arch liner in place, there are two situated at the front and four situated towards the rear of the wheel arch. Now you have removed the liner retaining screws, you can lift the liner out to reveal the standard airbox assembly.

You now need to turn your attention towards the engine compartment from above. Firstly you will need to disconnect any fittings that are connected to the inlet hose, you will find an oil breather return pipe at the back / bulkhead side of the hose, a vacuum take off pipe at the front of the hose and the air temperature sensor that is situated towards the airbox end of the hose. Disconnect these hoses / wires and then loosen off the two inlet hose clips and remove the inlet hose. Before you discard the inlet hose make sure you have removed the air temperature sensor, this is mounted in a rubber grommet and will simply pull out with a little force – be very careful as this can be quite tight and you don't want to damage this sensor.

Once the inlet hose has been removed you can remove the airbox itself, this is mounted on a pair of M6 rubber bobbins, one of which you will need to access from within the engine bay and one which you will need to access from within the wheel arch. Using a 10mm spanner, remove the M6 nuts and then lift the whole airbox assembly out, this will have to come out through the wheel arch as there is not enough space to lift it out through the engine compartment (this may be a little tricky so it may help to remove the airbox lid first and remove it in two pieces).



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Fitting the kit.

Before you actually start fitting the new components, it's a good idea to roughly assemble and prepare the induction kit to be fitted.

The first job is to oil your filter, refer to the maintenance instructions on the back page for all the details. With this done, place the filter into the airbox and ensure that the aluminium spinning is firmly located over the small lip on the airbox (if it is not fully in place you will not be able to carry out the next step). Now fit the carbon fibre retaining ring over the filter spinning and screw in the four M5 x 10 button head screws using a 3mm allen key. Be careful to ensure the threads are properly engaged, these may seem a little tight as the anchor nuts used are self locking.

It is a good idea to now fit the cold air ducting to the end of the airbox, use end that has the wire helix cut back, not the end that has been folded back inside the duct. If you try to do this when the airbox is in place you will have great difficulty and probably end up swearing and kicking the car!!!

The next job is to fit the air temperature sensor into the silicon hose, the hose should already have the two plastic fittings in place for the oil breather return and the vacuum take off so there should only be one hole / stub free for the sensor. Carefully push the sensor into the hose until it is fully in place and poking through into the inside of the hose in the air stream. Now push the silicon hose (the long straight end) onto the filter spinning and loosely tighten the hose clip to hold everything in place.

Before you drop the whole assembly in place, you will need to fit the cold air ducting bracket in place beneath the wheel arch. This mounts up onto the two bolts that hold the upper and lower bodywork panels in place and can be found on the inside skin of the wheel arch approx. 12" behind the cold air scoop on the side of the car.

With all this done, you can now thread the airbox assembly into place through the engine compartment hatch, connect the silicon hose to the throttle body and loosely tighten the hose clip to hold everything in place. Now you will need to fix the airbox mounting bracket into place, this mounts up onto the 1" rear subframe chassis support that runs beneath the rear bodywork which is accessed from within the wheel arch.



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Fitting the kit cont.

This is done using the two 360 x 4mm tie wraps, thread the two tie wraps through the slots in the bracket and then around the chassis tube – **DO NOT FULLY TIGHTEN THESE YET AS YOU WILL PROBABLY NEED TO MAKE ADJUSTMENTS LATER.** Push the narrow section of the airbox nose up into the cradle and hold it in place with the elasticated strap.

With everything in place you can now tie the cold air duct onto its support bracket using the 520 x 8mm tie wrap, this locates in the two cut outs in the bracket. You will need to bend the duct so it is pointing downwards – there is no need to have the duct facing forwards towards the side duct as you will not get any 'ram effect' and will only draw more dirt into the filter assembly.

Everything should now be in place so you can start to make any adjustments required to align the airbox, ensure that none of the components are rubbing up against any bodywork or bracketry etc. and then fully tighten everything in place making sure all the hose clips are fully tightened and the mounting bracket ties are pulled down nice and tightly.

All that is left now is to reconnect the oil breather return hose, vacuum take off pipe and the wiring for the air temperature sensor. Your kit should now be fully installed. Before you refit the wheel arch liner, double check **EVERYTHING** is tight and properly aligned and that all the hoses and wiring have been re-connected. Once you are sure everything is in its correct place and re-connected you can re-fit the wheel arch liner and wheel and then drop the car back down off the axle stands and double check the wheel nuts.

That's it!! All that is required now is to take the car out for a test drive to ensure everything is ok and try to find a way to remove the daft grin from your face!!

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