



Performance air filters
for road and race vehicles

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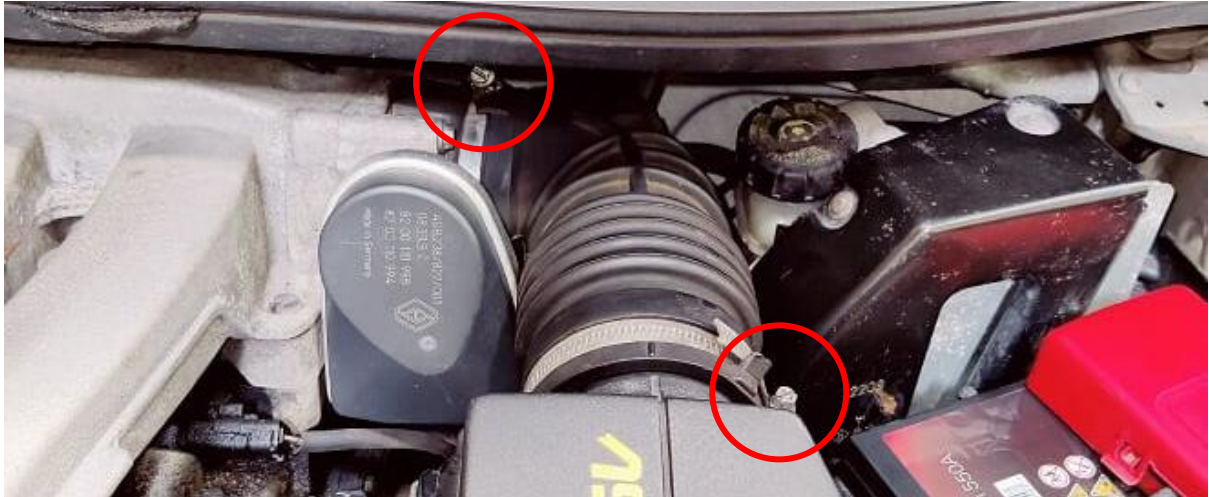
Renault Twingo RS 133

Fitting Instructions

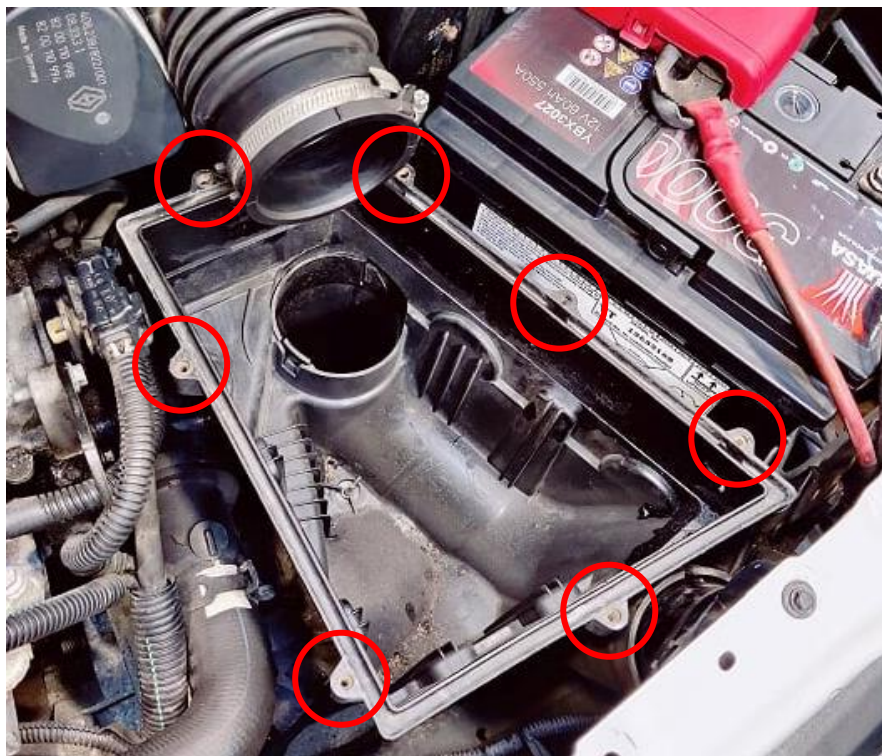


Removal of the Stock Intake

- 1) Loosen the jubilee clips on the standard throttle hose.



- 2) Remove all Torx screws from the standard airbox. Pull the airbox lid out of the throttle hose and remove from the car.





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- 3) Pull the throttle body hose from the throttle body itself and rotate upwards as shown. Ensure the breather hose on the back stays attached. Remove the airbox mounting bracket bolt circled in the picture below.



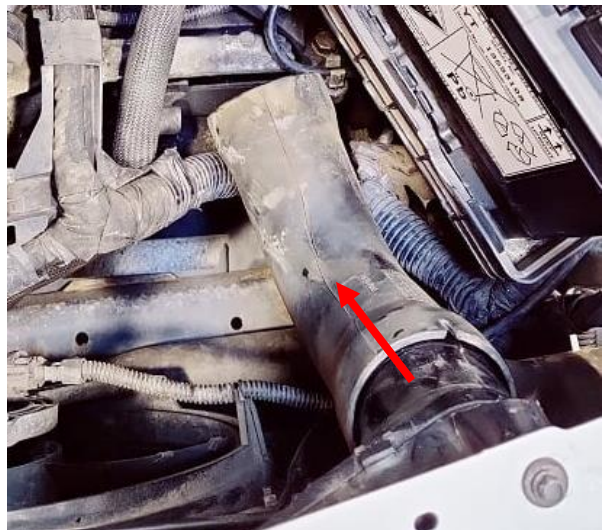
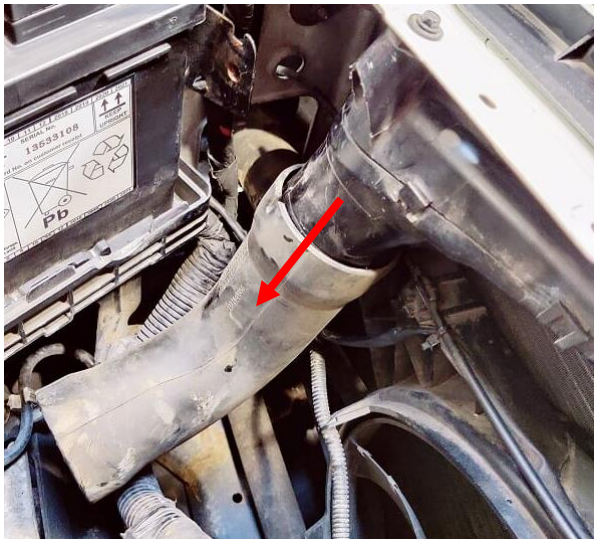
- 4) Remove the second airbox mounting bracket bolt, located at the front of the battery.



- 5) Pull lower airbox and mounting bracket off the bottom OE intake ducting.
Note the direction of the 90° attachment on the bottom of the standard airbox, for the direction you will need to manipulate the airbox in to remove off the OE ducting.



- 6) Pull the rubber OE intake duct off the front plastic air scoop as shown.

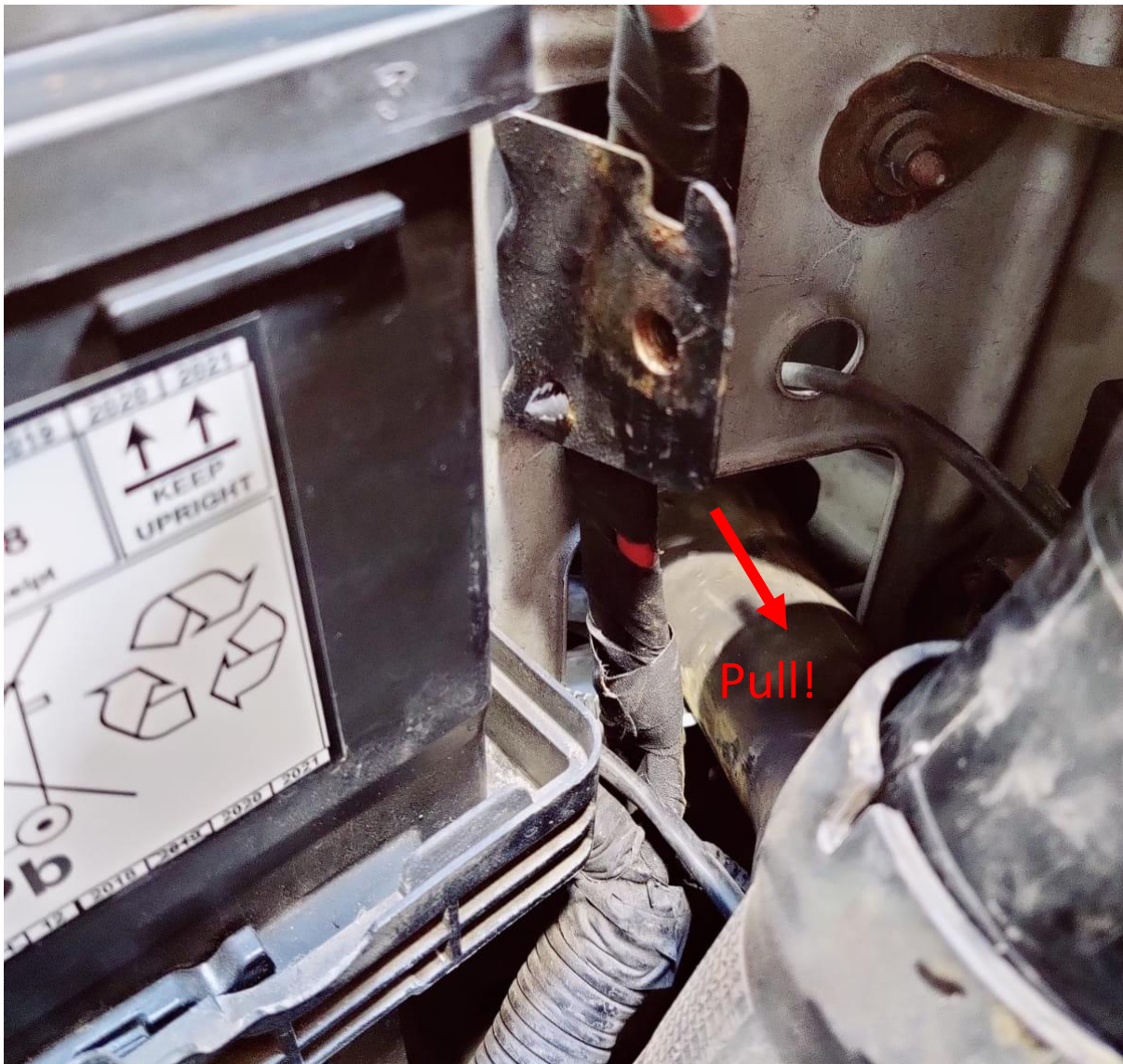




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- 7) Pull the rubber OE intake duct off the resonator box take-off, on the right-hand side.

Note: This is quite difficult to gain access to. Using a long flat head screwdriver can help to prise the hose off – you can insert this just behind the headlight. Having a second helper pays off here, as one of you can prise the hose off while the other person pulls.





Remove the hose and place to one side.



- 8) Remove the screw for the plastic duct located at the front of the car and split the duct in two by carefully prising off the tabs located around the edge of the scoop.



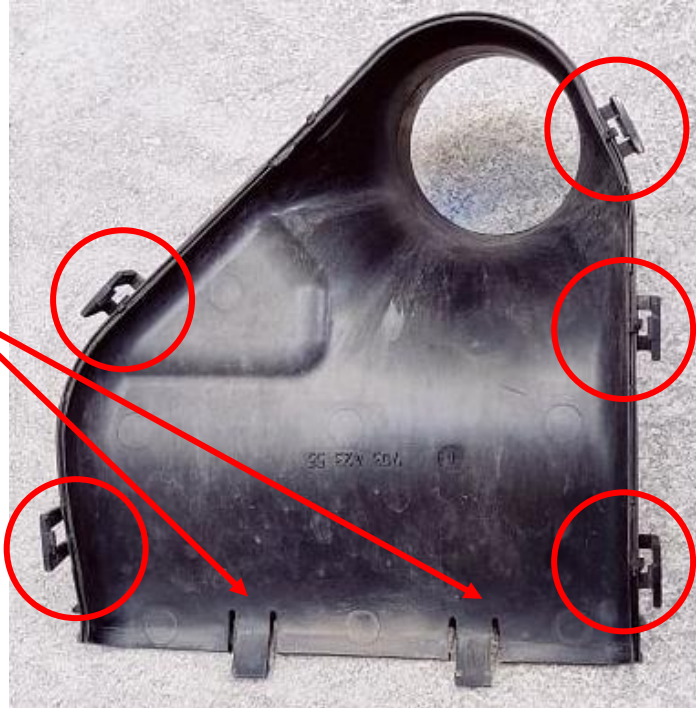


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The bottom half of the scoop should unclip from top half of the scoop now and you will be able to remove this from the car.

The two clips at the front hook into an oval shaped cold air feed in the front bodywork – pictured below for your reference as to where you need to remove the duct from.

Once the lower half is removed completely, you will be able to pull off the top half also.



Cold air feed



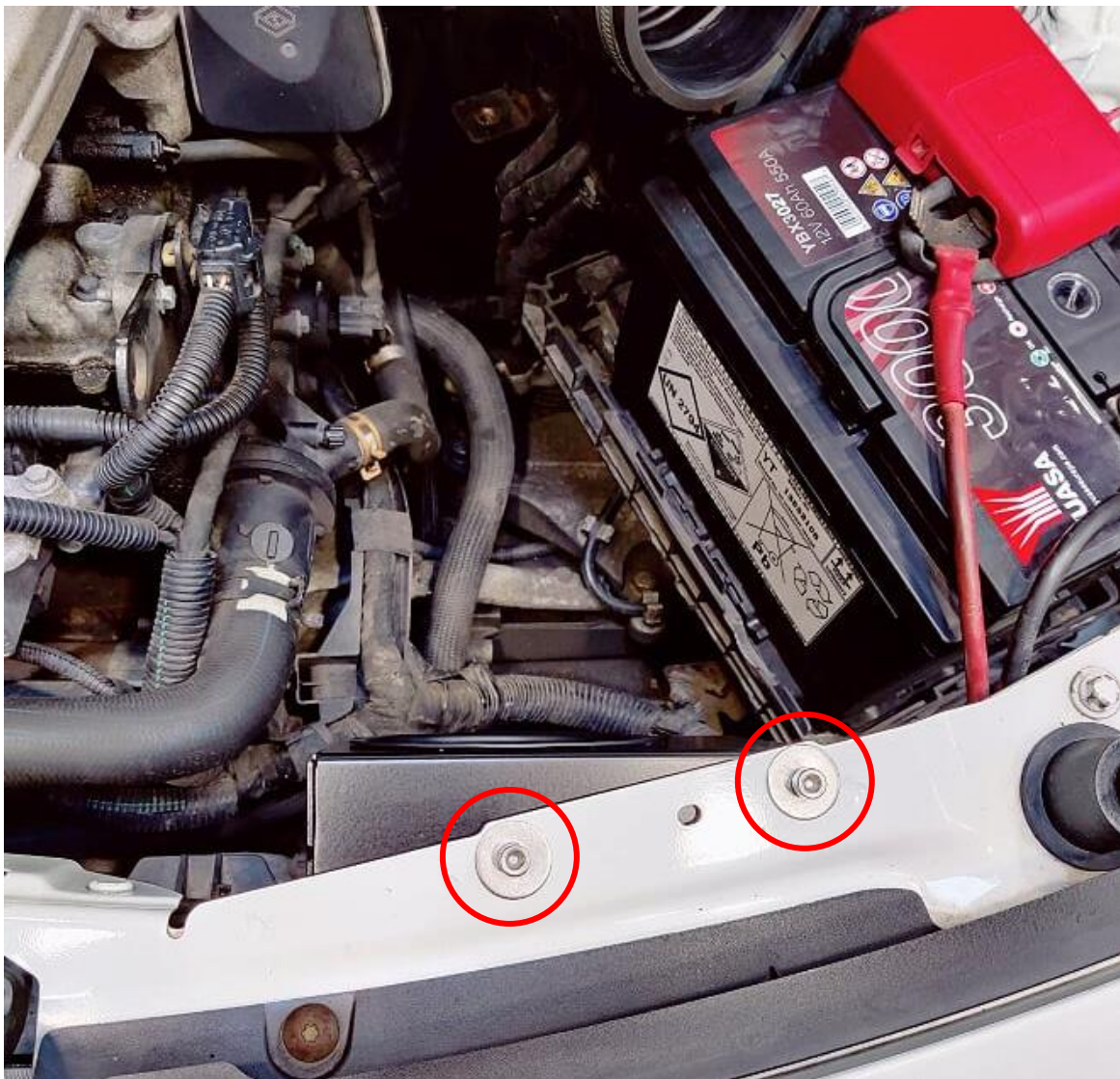
Note: if you have a PH2 Facelift Model, please check page 12 before proceeding.

Fitting the ITG Induction Kit

Now the OE intake system has been removed, you can begin fitting your new ITG Maxogen Induction System.

- 1) Begin by taking the front mounting bracket and the supplied cap head bolts and washers.

Place the bolts and washers through the front slam panel into the existing holes in the chassis. Loosely tighten these down into the pre-installed rivnuts in the bracket as shown below.





- 2) Place the airbox/filter assembly into the locating hole of the mounting bracket as shown below. Ensure you are happy with the alignment of the logo, twist the airbox so that this rests straight as below.





- 3) Tighten down the two cap head bolts, do not overtighten these or you risk stripping the threads of the rivnuts. They do not need to be excessively tight as you are using the spring washers provided.
- 4) Slot the intake hose onto the filter lid and then insert the other end of the hose back onto the throttle body. Ensure you are happy with the logo orientation and check everything lines up nicely. Re-tighten the jubilee clips down on the throttle body and filter lid.



Ensure you are happy with the general fitment of the kit, double check the bolts and hose clips are tight and that the breather hose on the back of the intake hose is still attached.

The installation process is now completed, enjoy your new ITG Maxogen Induction system!



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Note: Extra Fitting Step for some PH2 Facelift Models

On some Twingo RS PH2 Models, there may be an additional piece of plastic trim that needs removing before fitting of the Maxogen system can be performed.

This is located on top of the radiator fan cowling – see picture below of the part in question.

