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## **AB65HCTR Maxogen Kit**

**For Honda EP3 Civic Type-R & DC5 Integra**





# AB65HCTR Performance Air Box

## Honda Civic Type R & DC5 Integra Fitting Instructions Kit Contents

<u>Qty</u>		<u>Description</u>
		<u>Airbox Assembly</u>
1	X	AB65H Carbon Air Box
1	X	Carbon Fibre Air Filter Retaining Ring
6	X	M5 x 20 Stainless Steel Button Head Screws
		<u>Filter</u>
1	X	JC60/78X Maxogen Air Filter (with Breather spout)
		<u>Bracket Assembly</u>
1	X	Aluminium Air Box Mounting Bracket
4	X	M6 x 16 Stainless Steel Hex Head Bolt
2	X	M6 Stainless Steel Plain Washers
6	X	M6 Stainless Steel Penny Washers
4	X	M6 Stainless Steel Ny-lock Nuts
1	X	M6 Spring Washer
2	X	Plastic Spacers
		<u>Hoses &amp; Accessories</u>
1	X	Black Silicon Oil Breather Hose
1	X	JDR-2 Dust Retention Coating
1	X	102 ID Formed Hose
1	X	90-110 Hose Clip

### Tools Needed

10mm Socket and ratchet with long extension  
10mm Spanner  
3mm Allen key  
Phillips screwdriver



## Honda Civic Type R & DC5 Integra Fitting Instructions

### Removal of Standard Components

For the sake of safety it is always advisable to disconnect the battery when you are working in close proximity with spanners. When fitting your kit later on, an earth strap will need to be moved so it is a good idea to disconnect the battery now to avoid any mishaps later.

Removing the airbox is relatively straight forward and the whole unit can be lifted out in one piece. First you will need to release the tension on the hose clip that secures the throttle intake hose to the airbox itself. This can be done with either a Phillips head screwdriver or an 8mm socket. Disconnect the oil breather return pipe which connects the cylinder head and the airbox lid then simply open up the sprung hose clips using pliers and slide them into the centre of the hose. Be very careful as the clips have a tendency to spring out of the pliers.

**VERY CAREFULLY**, loosen the hose and manoeuvre it out of the engine bay.

Be very careful as the breather inlet on the airbox has a tendency to break off if you are heavy handed and this will cause problems if you ever have to refit the standard components.

(Fig.1)



**Airbox  
mounting  
nuts / bolts**

**Air pickup  
mounting**



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Using a 10mm spanner, remove the two nuts that hold the air intake bracket in position on the slam panel along with two nuts and one bolt that hold the airbox in place (Fig.1). The mounting bolt on the right hand side of the airbox is hidden beneath a plastic cap. Simply prise up the cap and remove the bolt using a ratchet and 10mm socket with a long extension fitted. Remove the two mounting nuts that lie between the airbox and cylinder head and with this the airbox should be ready to lift out. As you start to remove the airbox, make sure that the throttle intake hose has released from the neck of the airbox and that the air intake pipe is coming free from the slam panel. Now carefully manoeuvre the whole assembly out of the engine bay.



## Honda Civic Type R & DC5 Integra Fitting Instructions

### Removal of Standard Components continued

#### Extra bit for people with DC5's

For the kit to fit onto the DC5 Integra you will also need to remove the battery surround to make enough space for the cold air duct to squeeze in between the battery and fuse box.

#### Pre-assembling your kit

It will make the installation of your kit incredibly easy if you pre-assemble your kit as shown in (Fig.2).

(Fig.2)



The first job to do when pre-assembling the kit is to bolt the airbox onto the mounting bracket. The holes in the bracket are drilled to ensure that everything locates correctly and will only line up one way. However, to clarify, place the airbox on a flat surface with the logo facing towards you. The two legs of the bracket should be facing down and bent towards you. Now that it is in place, simply bolt the box onto the bracket using the M6 x 16 hex head bolts supplied. When bolting the airbox to the bracket ensure there is a penny washer either side of the carbon (i.e. bolt, plain washer, bracket, penny washer, carbon, penny washer, Ny-lock nut).





## Honda Civic Type R & DC5 Integra Fitting Instructions

### Pre-assembling your kit

The next step is to fit the cold air duct, which is pre-formed with a flattened section and one end bent over at around 45 degrees, to the airbox. With the logo on the airbox facing up, slide the other end of the duct onto the snout of the airbox and tighten up the hose clip ensuring the formed end of the duct is facing downwards. If in doubt, refer to (Fig.2).

The last part of the pre-assembly is to oil and fit the air filter. Oiling instructions can be found at the back of the instructions, which will cover cleaning, re-oiling and general maintenance.

To fit the filter you will first need to remove the filter retaining ring from the airbox. This is done by removing the M5 x 20 button head screws using a 3mm Allen key, there are six in total. You will notice a 4mm lip on the edge of the airbox that the air filter spinning will locate onto. Firmly push the filter into place until there is virtually no gap between the filter spinning edge and the flat surface of the airbox, you should feel the filter 'click' into place. Fit the retaining ring back into place with the M5 x 20 button head screws, but be careful not to over tighten them at this stage. The filter should still be able to turn freely inside the airbox. Once properly aligned with the oil breather return hose, you can tighten the screws fully and clamp everything down tightly.

### Fitting your kit

Now you have your airbox pre-assembled you can finally drop it into the car.

Firstly, you will need to make sure there is a clear path for the cold air duct to lie in. It sits between the battery and the fuse box where an earth strap is usually fitted. Simply unbolt the earth strap and relocate it into another bolt hole. We used one of the headlamp retaining bolts on the slam panel but you can use any available hole to suit your own set up. Just ensure that all contact faces are clean, if necessary scratch off a little paint to ensure a good electrical contact.

Now you will need to lift the fuse box to fit the cold air duct into place. This is held in place with four clips as shown in (Fig.3) overleaf. You will need to carefully release the four clips and lift the fuse box upwards to allow enough space for the cold air duct to be slid underneath (an extra pair of hands may help in this situation). Slide the angled end of the cold air feed hose all the way up to and over the large hole located in the inner wing just to the right of the battery and in front of the fuse box. On DC5 Integras, this is where the washer bottle neck comes through from the inner wing – place the end of the hose as close to the filler neck as possible and try to cover as much of the hole as possible.



## Honda Civic Type R & DC5 Integra Fitting Instructions

### Fitting Your Kit Continued



(Fig.3)

With the cold air feed pipe roughly in situ, you can now drop the fuse box back into place and concentrate on the airbox mountings. The bracket sits on the original rear airbox mounting point alongside the cylinder head and the large aluminium upright mounting on the gearbox casing. The mounting alongside the cylinder head utilises a long threaded stud so a couple of plastic spacers are provided to use up the excess threads. This also allows a small amount of height adjustment if needed. Place the mounting bracket over the stud and then place the two spacers on top. Using a plain washer and Ny-lock nut carefully tighten up the bracket. Now bolt the bracket onto the upright mounting using an M6 x 16 hex head screw with a plain washer and spring washer and then tighten.

You can now connect the intake hose onto the filter neck. Do not tighten up the hose clip yet as you will still need to turn the filter neck to correctly align the oil breather return hose. Carefully push the oil breather hose onto the plastic fitting protruding from the filter, making sure to hold onto it as you push the hose in place (make sure the ITG logo is visible from the front). Turn the filter until the breather hose is correctly positioned to push onto the cylinder head fitting and slide into place.

You should now pretty much have everything in place. All that remains is to tighten up the six M5 button head screws on the airbox and the throttle intake hose onto the air filter neck.

The kit is now fully fitted. You should double check everything before taking the vehicle out for a test drive.