



**Performance air filters**  
for road and race vehicles

COASFST16T

ITG Maxogen Intake Kit

Fitting Instructions



## Fiesta Mk7 ST180 fitting instructions

### Removal.

The first step in fitting your induction kit is obviously making space for it and removing the stock airbox.

This is relatively simple and will only need you to disconnect the MAF sensor and loosen off the hose clip on airbox lid's outlet hose.

The MAF sensor plug has a red safety latch that will need to be released to allow the plug to be removed.



With the sensor plug removed, you can now remove the MAF sensor from the airbox lid. Simply remove the two Torx screws and pull the sensor out - put this somewhere clean and out of harm's way as they are fairly fragile and expensive to replace.

With the hose and MAF out of the way you can now remove the entire airbox, this is mounted on push in rubbers so with a bit of wrestling and twisting should pull out in one go.

The next part to remove will be the headlamp, it's a good idea to mark around the washers for the mounting bolts as this will give you a reference point when you re-fit the headlamp and ensure correct alignment.



To remove the unit simply remove the two mounting screws and gently lift the lamp out - on the underside of the lamp there is a sprung mount which will offer a bit of resistance, but with a bit of jiggling you should be able to get the lamp out without too much hassle. Be aware that there is a wiring connector attached to the headlamp which will need disconnecting to fully remove the headlamp.

Down on the chassis leg, there is a large wiring loom connector attached to a plastic moulding. This is fixed on with a one-way catch so will take a bit of fiddling with to remove - there is no need to actually split the loom at this connector, just remove it from the chassis leg.



## Fitting.

The first step in fitting your intake kit will be to tie down the plastic moulding that sits on top of the chassis rail using the cable tie provided - this isn't strictly necessary, but will prevent rubbing on the intake pipe.



Whilst you're down working in this area you can also fit the mounting bracket. The main bracket slides over the existing nuts followed by the spacer. This is then held in place using the two M8 Penny washers and Nyloc nuts screwed onto the existing studs as shown above.





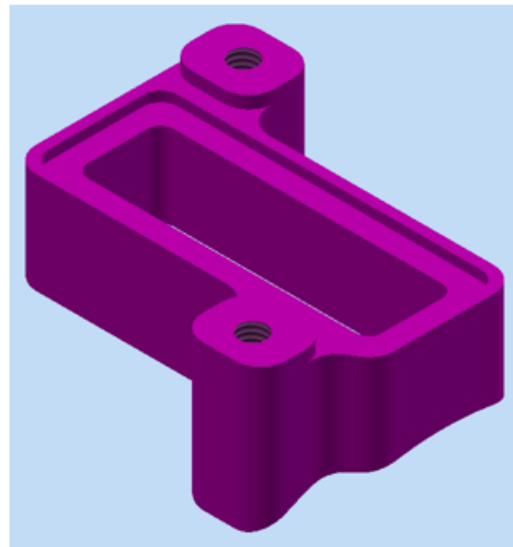
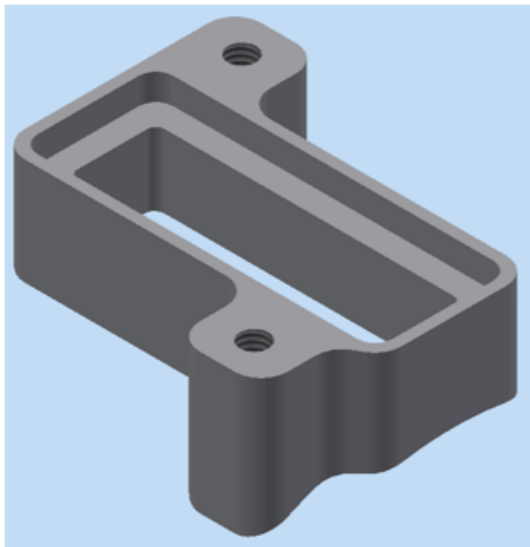
Whilst you still have a big open space, it's a good idea to fit the bracket that holds the wiring harness in place. Remove the right hand airbox mounting rubber and bolt the 'L' shaped bracket into place. There is a penny washer that will sit between the bracket and clamping disc, this is to centre the bracket to the large hole. With the bracket in place, simply cable tie the wiring connector block to the bracket as shown above.

You can now start getting the pipe work together, the first job is to fit the MAF sensor into the MAF housing. A small rubber 'O' ring is supplied which will need to be fitted to the sensor as shown below, and the sensor screwed down into place.



Old style MAF Block

New style MAF Block



Requires additional o-ring  
(supplied)  
19.5mm Bore, 25.5mm OD

No additional o-ring  
supplied – use original  
rectangular gasket



It's best to fit the filter and pipe work as one unit as the filter is quite a tight fit down behind the bumper. Join the straight side of the MAF housing to the long straight side of the silicone intake pipe, pretty much butting the ends of the two pieces together inside the silicone hose - don't tighten the hose clips yet as you will need to make adjustments later. Now push the intake pipe onto neck on the filter and drop the entire pipe assembly into place resting it on the support cradle. You will need to take some time twisting the various bits of pipe and the filter to get everything fitting until you are satisfied that everything is sitting straight and that the filter doesn't rub either the bumper support or the washer bottle. The filter should sit as shown below.



Once you are satisfied that everything is sitting correctly, tighten up all the hose clips and fit the rubber retaining strap to the support cradle.

With the pipe work in place, reconnect the MAF sensor wiring and re-fit the headlamp - remember to reconnect the headlamp wiring before dropping it in place!!. Centre the headlamp mounting bolt washers in the marks you made previously and tighten them up.

Your kit should now be fully fitted - as with all jobs you do on your car, **DOUBLE CHECK EVERYTHING BEFORE YOU GO FOR A TEST DRIVE!!!**