



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

COASF1LEB2  
ITG Maxogen Intake Kit  
Fitting Instructions





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## Fiesta 1.0L Ecoboost fitting instructions

### Removal of Stock Intake



Removing stock airbox. Gently disconnect the MAF sensor, remembering to depress the red safety latch. This will allow the plug to be removed correctly, before loosening off the hose clip that connects the air-box lid to the inlet.

You can now remove the MAF sensor from the air-box lid by unbolting the two Torx screws holding it in place and pulling the sensor out. Remember to put this somewhere clean and out of harm's way as they are fragile and expensive to replace.

With the hose and MAF out of the way you can set about removing the entire air-box from the engine bay. The unit is mounted on push rubbers and should pull out cleanly with an upward twisting motion.

The next item to remove will be the headlamp. It's a good idea to mark around the washers of the mounting bolts to help re-align the headlamps when putting the car back together after fitting your induction kit.

To remove the unit, unbolt the three mounting screws and gently lift the headlamp upward. The underside of the lamp has a spring mount which will offer a small amount of resistance, take your time and with a bit of jiggling you should be able to free the lamp without too much trouble. Finally, un-clip the wiring connector attached to the back of headlamp before fully removing the unit, again keeping it somewhere safe.





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## Fitting ITG Induction Kit

The first step in fitting your intake kit will be to relocate the black box situated next to the washer bottle. A new mounting bracket has been supplied. To fit the new mounting bracket remove both air-box mounting rubbers from their housing. The bracket is then secured using the M6 bolts and clamping discs supplied as shown in the image. This will be the new mounting point for the black box.



Before



After



To remove the box from its current position, undo the top and bottom mounting bolts, the lower bolt is accessible from under the car. The wiring harness for the black box is located under the washer bottle. To reach the new bracket the wiring must be re routed around the rear of the washer bottle. To do this remove the top and bottom mounting bolts from the washer bottle ( lower mounting bolt is accessed from underneath the car) and pull upwards to release from the mounting tab. The wire can now be re routed allowing the black box to reach the new mounting point. This is secured using the new fixings provided. The washer bottle can then be re-mounted in its original position.

Once this is complete, you can now fit the second mounting bracket to the chassis leg. The main bracket slides over the existing nuts followed by the spacer. This is then held in place using the two M8 Penney washers and Nyloc nuts screwed onto the existing studs as shown.





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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.



When you are satisfied that everything is positioned correctly, you can tighten up the hose clips remembering not to over tighten them as this could damage both the pipe work and filter neck. With the pipe work in place, attach the rubber strap to the bracket then retrieve the MAF from its safe place and reconnect the sensor. Plug the wiring connector back into the headlamp before dropping the unit into place, remembering to centre the headlamp mounting bolt washers with the marks you made while uninstalling the OEM air-box. With the kit now fully fitted, you should double check everything before going on a test drive.