



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

COASFST16T

ITG Maxogen Intake Kit

Fitting Instructions





**induction technology group ltd**

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<u>Product Code</u>	<u>Component</u>	<u>Quantity</u>
Instructions	Complete Set of Fitting Instructions	x 1
Cable Ties	550mm x 9mm Cable Ties	x 2
COASFST16TFO	Intake Kit Filter (Pre – oiled)	x 1
60-80SSHHC2	60-80mm Constant Tension Hose Clip	x 1
COASFST16TPIPES	Aluminium Intake Pipes (x1 MAF pipe, x1 Intake pipe)	x 2
M4 x 10 SSCHS	M4 x 10 Cap Head Bolt	x 2
M4SW	M4 Spring Washer	x 2
SHC70ID50L	Straight Connector Silicone Hose (70mm Internal Diameter, 50mm Overall Length)	x 1
60-80SSHC	60-80mm Stainless Steel Hose Clip	x 2
COASFST16TMHB	Intake Kit Mounting Bracket (With Rubber Edging)	x 1
M8NYLOC	M8 Nyloc Nut	x 2
ABRS150	150mm Air Box Retaining Strap	x 1
COASFST16TMHB	'L' Shaped Harness Mounting Bracket	x 1
COASFST16THBD	Harness Bracket Disc (With 9mm, Thin Sheet Rivet-Nut)	x 1
M6x20STSHCS	M6 x 20mm Stainless Steel Cap Head Bolt	x 1
M6SPRWASH	M6 Spring Washer	x 1
M6PW	M6 Penny Washer	x 1



## Fiesta Mk7 ST180 fitting instructions

### Removal



The first step in fitting your induction kit is to remove the stock air-box. 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 two 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 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.



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 and is awkward to remove. There is no need to split the loom at the connector, just remove it from the chassis leg.





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## 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 with one of the supplied cable ties. This isn't strictly necessary, but will prevent any rubbing on the intake pipe when the induction kit is fitted. Once this is complete, you can now fit the mounting bracket with the two M8 Nyloc nuts supplied as shown in the image.



While 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 air-box mounting rubber from its housing and put to one side. Fit the 'L' shaped bracket into place, utilising the M6 penny washer that sits between the bracket and the clamping disc. This helps to centre the bracket into position before tightening everything down. With the bracket in place, use the remaining cable tie to secure the wiring connector block to the bracket.

It is better to fit the rest of the kit as an assembled unit. The filter sits behind the bumper with very little room for manoeuvre, so installing the kit in this fashion is the more practical approach. Using the 70mmID x 50mm silicone connector, join the straight side of the MAF pipe to the long straight side of the intake pipe, 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 some adjustments later. Push the intake pipe into the rubber neck on the filter and drop the entire pipe assembly into place resting it on the support cradle. The filter is supplied pre-oiled, so you may wish to leave it in the wrapping to stop you from getting messy while you get everything set in place. Take your time twisting the various bits of pipe work and filter into position, ensuring the filter does not rub on either the washer bottle or bumper support.



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.



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## Instructions For Cleaning ITG Foam Air Filters

For the best cleaning results and longevity of your filter it is recommended that you use ITG's CL-1 cleaning fluid and follow the instructions below.

**Please check with ITG or your local dealer for recommended cleaning and oiling products in your territory. Only use recommended cleaning and oiling products on your ITG filter. Always use the products in accordance with instructions. Improper use of cleaning chemicals or use of non-approved chemicals can damage filter materials.**

### Cleaning

ITG's CL-1 cleaning fluid is intended to be used in a two part cleaning process where the CL-1 breaks down the sticky dust retention oil on the filter, which is then washed off using warm water.

Spray the CL-1 liberally onto the filter and thoroughly massage in. You need to ensure the CL-1 has worked its way through all the layers in the foam and it may be necessary to apply extra CL-1 until you are satisfied the cleaning fluid has fully penetrated the foam. To help the CL-1 to break down the oil, it is advisable to leave the filter for 2-3 minutes and then further massage the CL-1 into the foam.

The next step is to wash the filter out in warm water. Thoroughly wash the filter until you are totally sure that all the cleaning fluid has been removed and the water remains looking clean – it is also advisable to run water through from the clean side outwards to further help the removal of any dust still held within the filter. **This stage of the process should take no more than 4 – 5 minutes, leaving the filter submerged in water for a prolonged period of time may cause the glues in the filter to soften and eventually break down.**

Now the filter is clean you will need to leave it in a warm, dry place until it is fully dried out. **Do not use a high pressure air line or heat gun to speed the process up.**

Once the filter is dry, re-oil with ITG JDR-2 dust retention coating. If this is not available, only use a specific foam air filter oil. Suitable brands that we are aware of include Silkolene and Rock Oil.

**Under no circumstances use cotton gauze filter oil, engine oil or any other oil not specifically manufactured for foam air filters.**



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## Instructions for Oiling ITG Foam Air Filters

**If your ITG filter has not been factory pre-oiled then follow the instructions below.**

All foam air filters should be oiled to provide the best filtration performance. The recommended oils are specifically formulated for foam air filters. When the oil is correctly applied, it provides a tacky coating over all the surfaces of the structure of the foam filter. As dust particles pass into the filter, they collide with the foam structure and are then retained in the oil coating. The oil coating also flows around the dust particles to continue to present a tacky surface for further dust particles.

If foam air filters are used in a 'dry' or non-oiled state, they still provide filtration of larger dust particles, and they will also retain most smaller dust particles due to an electrostatic effect. Electrostatic dust retention is much less reliable than oil retention, so if a filter is used without oil, it is very important to monitor whether any dust is passing through the filter, and to clean the filter frequently. Some dust, which can potentially damage the engine, may pass through a filter used in dry condition.

ITG will not provide any warranty when a filter is used in dry condition, or has not been maintained according to instructions.

There is a popular misconception that oil from air filters can become detached from the filter, pass through the air, and contaminate a MAF unit (mass air flow meter). Oils designed specifically for foam air filters are too viscous to become airborne and migrate onto MAF units. All pre-oiled ITG Profilters have the correct amount of oil applied and will not cause any issues with MAF units.

**Under no circumstances use cotton gauze filter oil, engine oil or any other oil not specifically manufactured for foam air filters.**

### Oiling your filter

Read the label on the can prior to spraying and use in an open, well ventilated area. Holding the aerosol about 25mm/1" from the filter, spray in a circular motion all over the foam surface until the coarse foam pores just start to fill up with oil. Then, wearing protective gloves use your finger tips to 'massage' the oil deep into the foam.

The aerosol contains a mix of oil concentrate and a thinning agent which helps the oil to penetrate deep into the foam. The thinning agent will evaporate off after around 5-10 minutes, so it is important to massage the oil into the foam as soon as it is applied to ensure the oil works its way through to the fine, inner layer of foam. If you think you have over oiled your filter, you can dab the surface of the foam with a strong absorbent paper tissue/paper kitchen towel, which will remove most of the excess oil.

Your filter is now ready to install.