



Performance air filters
for road and race vehicles

COASRM250

Renault Megane 250/265

Intake kit fitting instructions





induction technology group ltd

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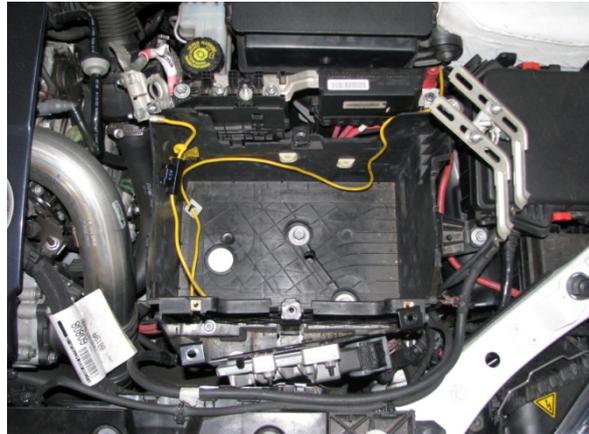
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Removal.

The first step in fitting your new intake is obviously removing the stock airbox assembly.

This sounds simple but in reality is quite a big job. The first job to do is to remove the battery and the battery tray, begin by removing the top cover as well as the cover at the front with the vent pipe - both of these are clipped into place and will pull off easily.



Now remove the battery, disconnect the negative terminal first followed by the positive, then remove the black metal strap that holds the battery in place and lift the battery out.

You will then need to unbolt the ECU mounting bracket from the front of the battery tray and then unbolt the electrical distribution blocks at the back of the battery tray. Finally there is a mounting bolt on the side of the battery tray attached to the fuse box that needs removing, along with three bolts in the base of the battery tray.

You should now (with a little care) be able to lift the battery tray out.

To remove the airbox, first pull the inlet tube out of the base of the airbox, slacken off the hose clamp for the turbo inlet pipe, pull the pipe off the airbox outlet and then unbolt the single mounting bolt on the strut tower. The airbox is located on push fit rubbers and will need a good hard pull forwards to be released from its mounts. Once free simply lift the airbox out.



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Removal cont.

The next step you need to take is removing the wheel arch liner. Jack up the car, secure it on axle stands and then remove the front wheel.



The arch liner is held in place with five push in plastic bungs and two torx screws at the front of the wheel arch, remove these and then carefully wrestle the liner out.

You are now finally ready to start fitting your new intake!!!



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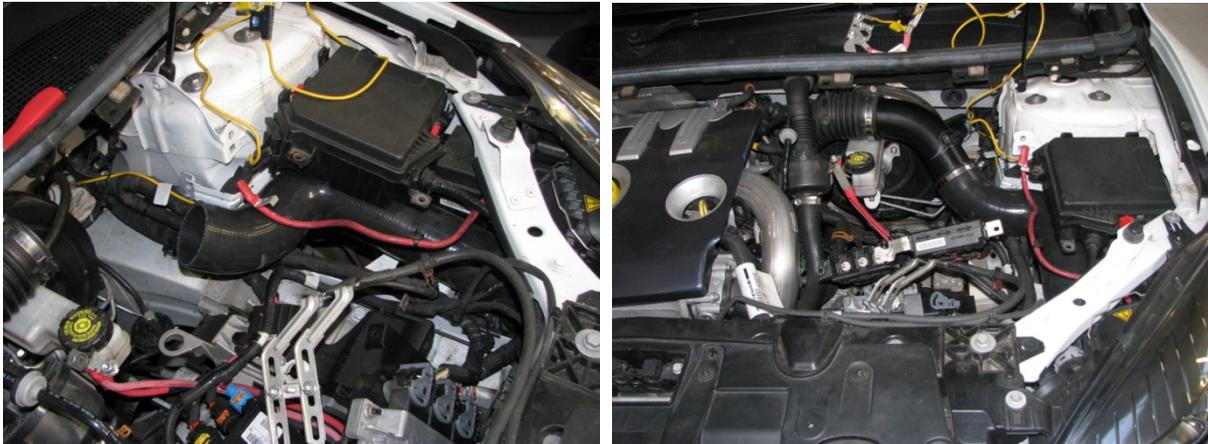
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Fitting.

Fitting the kit is a lot easier and straight forward than removing the old airbox.

Behind the headlamp you will see a gap that goes through to the inner wing area, feed the silicon hose through this gap (the end with the single bend needs to go through), there are a lot of wires and cables in this area so take care to ensure you feed the hose through without snagging any of them.



With the hose positioned as shown above you can now fit the aluminium pipe between the silicon hose and turbo intake hose. The pipe should be fitted so as the logo is visible and the correct way up.

The last step in fitting the kit is to fit the filter itself down behind the bumper. The filter will have been pre-oiled so it's worth keeping it in the plastic bag until it's in place and tightened up.

You can now refit the inner wing guard, wheel, battery tray, battery and drop the car back down on the ground. Before you take the car for a drive, **DOUBLE CHECK EVERYTHING!!!!**

BE AWARE THAT THE FILTER IS POSITIONED VERY LOW IN THE CAR AND THAT YOU WILL NEED TO AVOID DRIVING THROUGH DEEP WATER!!!!