



Performance air filters

Renault Clio

RS200 1.6T





induction technology group ltd
Siskin Drive, Coventry. CV3 4FJ

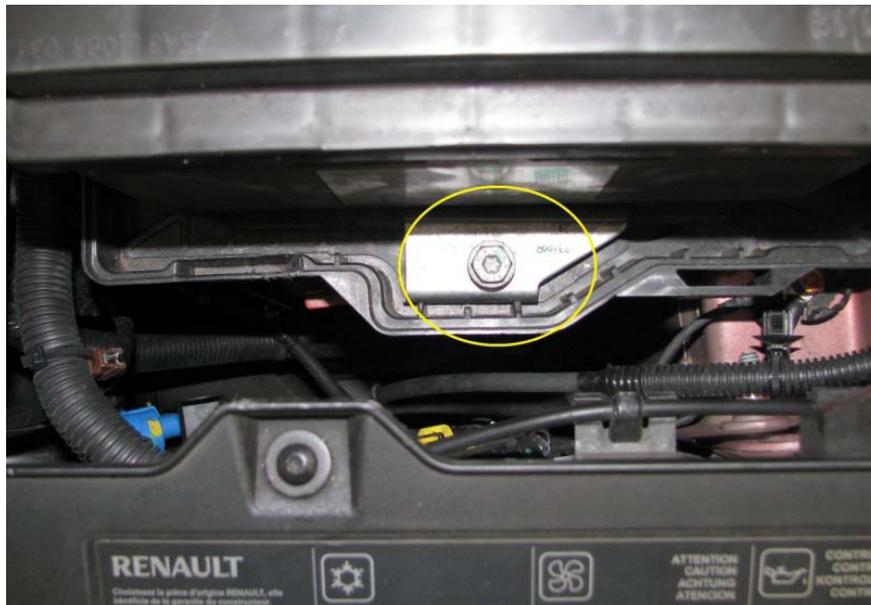
Tel: 024 7630 5386 Fax: 024 7630 7999

web: www.itgairfilters.com
e mail: sales@itgairfilters.com

Removal

The first job is obviously the removal of the standard intake system.

The first step will be to remove the battery, first disconnect the negative terminal followed by the positive terminal. You can now remove the clamp that secures the battery in place.



Be careful when you remove the battery, this is heavy so if necessary get someone to give you a hand lifting it out of the engine bay.

The next step will be to remove the airbox. There is a plastic pipe that connects the airbox to the slam panel, this simply pulls out but will put up a bit of a fight along the way. Next, slacken off the hose clip on the turbo hose and pull the hose off the airbox outlet. On the right hand side of the airbox there is a bolt that fixes to the strut tower, remove this and the airbox is ready to lift out. It's mounted on a couple of rubber bushes, one on the bottom and one on the rear, these will give a little resistance but the airbox should now lift out with small amount of effort.



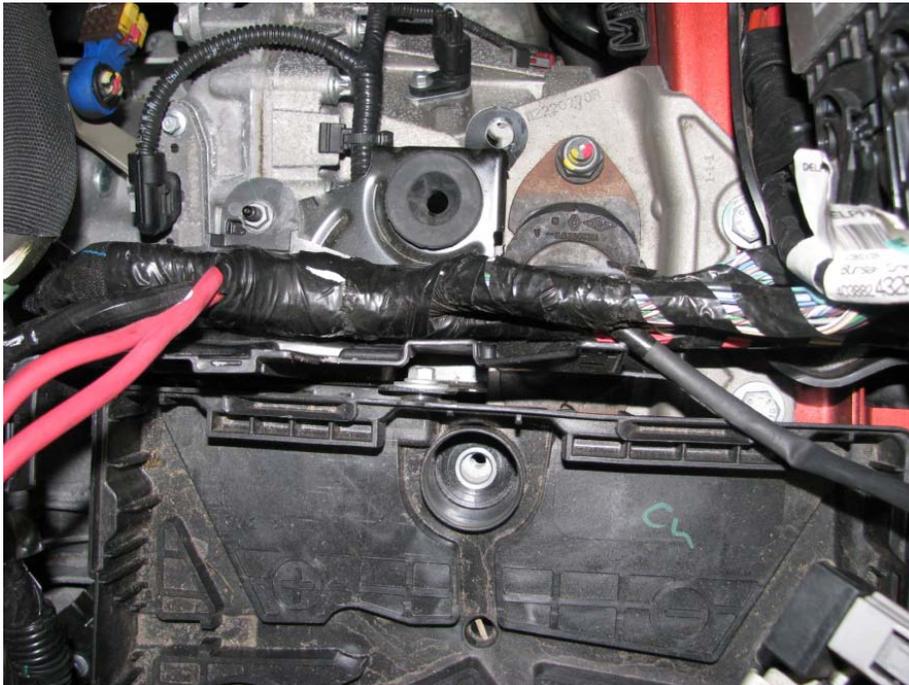
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Removal

With the airbox out of the way you can now turn your attention to removing the battery tray. The first part of this process is unclipping the wiring harness from the battery tray, this held in place with a lot of cable ties which will need to be cut. It goes without saying that you will need to tread carefully whilst doing this to make sure you don't cut through any of the wires - they are wrapped up and protected, but the clumsy use of wire cutters may prove to be disastrous!!!



With the harness liberated from the battery tray, remove the three bolts holding the tray in place and lift it out of the engine bay.

You can now start fitting the kit!!.



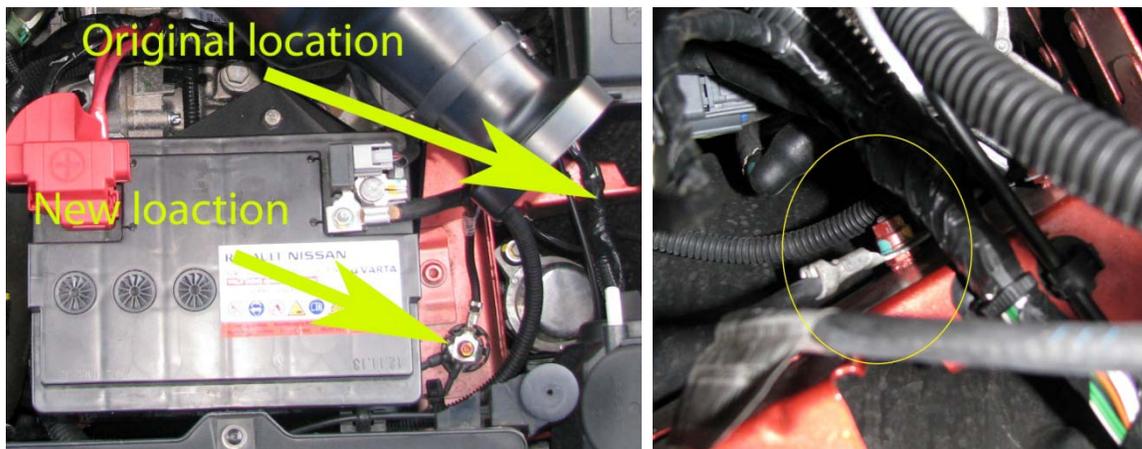
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Fitting

The first job to do will be to relocate the negative earth for the battery - the original position for the earth is just in front of the fuse box as shown below and needs to be moved to the position shown below.



With the earth strap moved you can now drop the new battery tray onto place, the bolts for this will already be fitted with the plastic spacers underneath. Simply line up the three bolts and tighten down securely.





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Fitting

The next step is going to be rotating the turbo intake hose through approximately 45°. This will angle the hose more towards the front of the car and line up with the position of the new airbox. All you need to do is slacken off the hose clamp and rotate the hose clockwise.



With the hose repositioned you can now drop the airbox in place, insert the filter outlet into the turbo hose, tighten up the hose clip and strap down the nose of the airbox.





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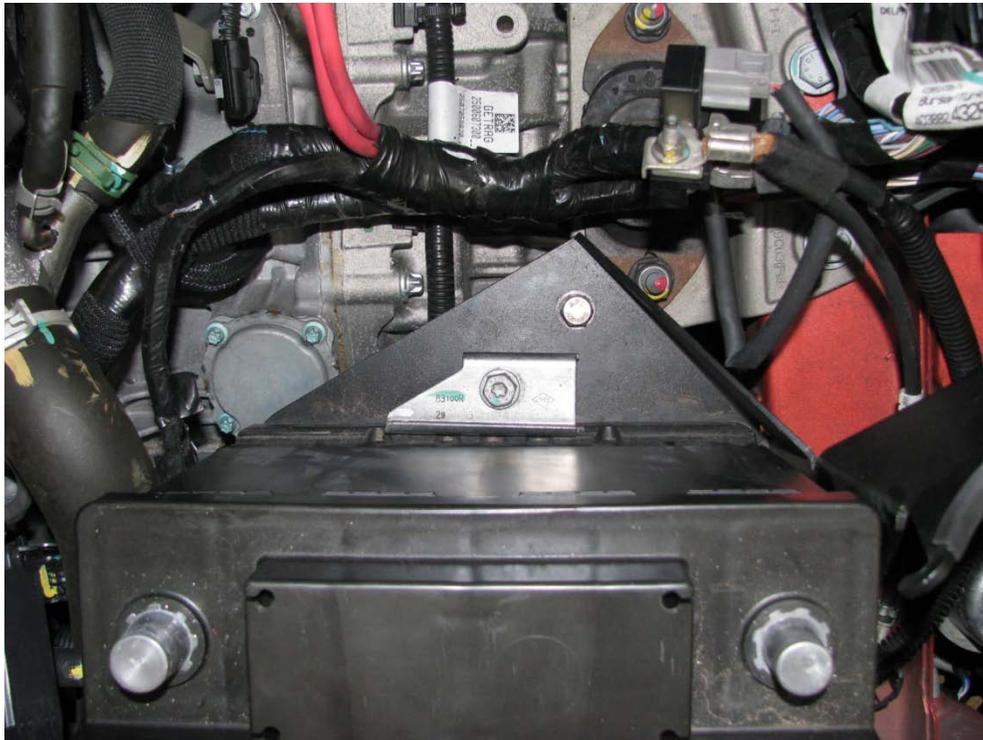
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Fitting

Your almost there!!

All that's left now is to refit the battery, drop the battery into place and then clamp it down using the original clamp as shown below. Reconnect the positive terminal followed by the negative.



Now everything is fitted, **DOUBLE CHECK EVERYTHING TWICE!!!**

If your satisfied everything is safe and secure, go and play!!