



Performance air filters
for road and race vehicles

COASRM26 Maxogen Kit
For Renault Megane 225/R26





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COASRM26 intake kit components

<u>Qty</u>		<u>Description</u>
1	X	90° aluminium elbow
1	X	Silicone hose
2	X	60-80 Stainless steel hose clips
1	X	JC60/67FCTNB filter
1	X	JDR-2 filter oil
1	X	Battery tray
2	X	M8 x 40 bolts
2	X	M8 spring washers
1	X	M8 x 40 countersunk bolt
3	X	15mm spacers
4	X	M6 x 20 bolts
4	X	M6 nylock nuts
8	X	M6 washers
2	X	P-clips
1	X	Electronic breather valve mounting bracket
3	X	Cable ties



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The first job to do is obviously the removal of the standard airbox assembly, this is done by removing the battery, ECU and battery tray.

Firstly, disconnect the battery terminals, the vent pipe on the left side of the battery and finally the battery clamp. Being careful not to snag any wires, lift the battery out – this is heavy so if you have a bad back, get somebody to help.

With the battery out of the way you can now access the ECU and disconnect it from the wiring loom. This is done by holding down the small black safety tab and then lifting up the grey latch to release the plug from the ECU. With all three plugs removed the next job is to pry the wiring harness free from the top of the ECU shroud and then lift the electronic breather valve off its mounting bracket. You should now be ready to unbolt battery tray and lift it out along with the ECU.



Finally you are ready to remove the airbox, slacken off the hose clamp connecting the airbox to the inlet hose and pull the hose away from the airbox. The airbox is mounted on push in rubbers, so it's just a case of giving the airbox a good hard tug to remove it – removing the air feed pipe first may also make things a little easier.



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With the ECU and battery tray removed from the car you can now remove the ECU from its mounting plate and bolt it onto the new battery tray.



You can now fit the new battery tray and ECU into the engine bay. You may find that the front brake pipe on the brake master cylinder fouls the back of the ECU, if this is the case VERY carefully bend the pipe until it clears by 2-3mm.



You can now plug the ECU back into wiring harness ensuring that the grey latches are fully down and secure.



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The next job to do is to make space behind the headlight for the silicone hose to run through into the inner wing area. This involves turning a small earth lead through 180° as shown below, simply slacken off the nut, turn the cable round and re-tighten.



You can now feed the silicone hose through into the inner wing area and sit it into place on the channel that originally housed the standard airbox feed. The larger diameter end needs to be pushed through with the small diameter end pointing roughly towards the engine intake hose.

With the silicone hose roughly in place you can fit the aluminium elbow to connect the silicone hose to the engine intake hose, don't fully tighten the clips just yet as you may need to slightly tweak the positioning a little when the filter is fitted.

To fit the filter you must now remove the nearside front wheel (offside front for LHD cars) and remove the inner wing guard. When jacking the car up make sure you use the correct jacking points and if possible support the vehicle on axle stands. If you don't have axle stands available, at the very least slide the wheel under the sill of the car or the front subframe to make sure the car cannot drop right down to the ground if the jack should fail.

The inner wing guard is held in place with a couple of torx screws and 4 or 5 push in clips, remove these and gently wrestle the guard out from the inner wing area.

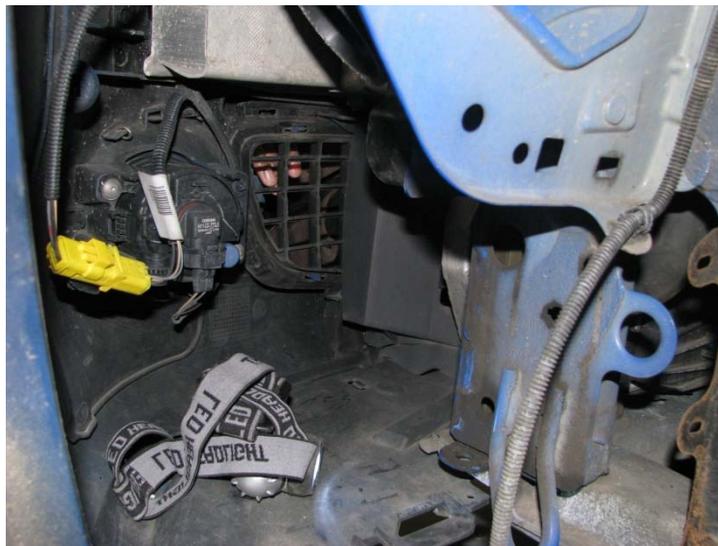


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Before fitting the filter there is a small plastic panel blanking the lower grille area off from the inner wing, this simply pulls out and leaves a large opening for cold air to get to the filter. This applies only to R26 – 225's will need to open up the grille with a dremel or something similar, although it's not strictly necessary as the inner wing area will be cool anyway.



Now fit the filter (ensuring it has been oiled as per the instructions later), it's a good idea to place it back into its plastic bag to do this and save your hands getting covered in oil. The filter should only push into the hose by 25mm as there is a small recessed step in the hose for the filter neck. Once you are happy with the position of the filter, you can go back and tighten the clamps on the aluminium elbow.

With the filter in place the next job is to refit the inner arch liner and front wheel, then drop the car back down on the ground.

The battery can now be refitted and reconnected, the battery is held in place using the original mounting clamp and bolt. When refitting the battery ensure that you reconnect the vent pipe.



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Pretty much all that is left to do now is to tidy up a few cables and remount the electronic breather valve. A small 90° bracket is supplied for this and needs to be attached to the stud shown below, the breather valve then simply drops into place.



Two p-clips are provided to attach the wiring harness to the top of the ECU mount along with a couple of cable ties if they are needed.

Your kit should now be fully fitted, before you start the engine and go for a drive, **DOUBLE CHECK EVERYTHING!!!!**