



Ford Focus ST Mk3

Induction Kit





induction technology group ltd

Siskin Drive, Coventry. CV3 4FJ

Focus ST Mk3 induction kit fitting instructions.

Removal

The first step in fitting your induction kit will obviously be the removal of all the standard intake parts - the entire intake system from the slam panel all the way through to the turbo will be changed.

The first part to remove will be the air temperature sensor mounted on the outlet of the airbox. Disconnect the plug from the sensor, remove the bolt and pull the sensor out of the airbox.



With the sensor out you can now start to pull out the rest of the system, first unclip the pipework connecting the airbox to the slam panel. The airbox is mounted on rubbers so there is enough movement to pop the pipework out. Then disconnect the flexible hose connecting the airbox to the engine crossover pipe and you're ready to lift the airbox out. This is mounted on push in rubbers so, with a bit of force, will lift straight out.

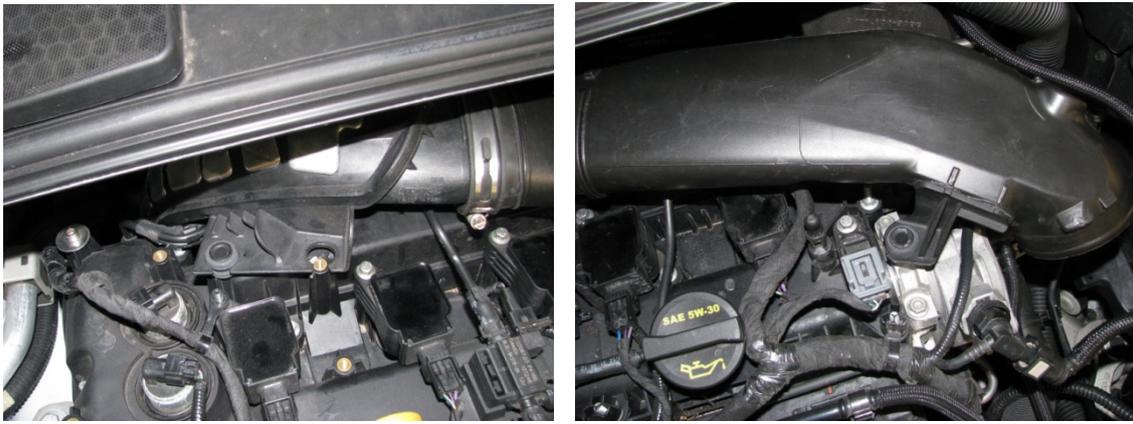


induction technology group ltd

Siskin Drive, Coventry. CV3 4FJ

Removal cont.

With the airbox lifted out of the way you can now remove the crossover pipe from the top of the engine. This is in two sections, each of which is bolted down, remove the mounting bolts and slacken off the hose clamp in the middle of the pipe.



If you then remove the right hand section you will have good access to remove the oil breather pipe that connects the crossover pipe to the cylinder head.



With the breather pipe out of the way, you should now have enough room to get down the back of the engine and disconnect the crossover pipe from the turbo.



induction technology group ltd

Siskin Drive, Coventry. CV3 4FJ

Fitting.

The first job to do when fitting your kit will be to attach the turbo hose to the main crossover pipe. This is angled slightly so will need to be correctly orientated to make fitting easier.



The logo on the hose should always be in the same place so if you align as shown above, you should have the correct orientation - looking at the pipe end on, it should be as below.





induction technology group ltd

Siskin Drive, Coventry. CV3 4FJ

Fitting

With the hose in place you can now fit the air temperature sensor, simply push it into place and tighten the bolt.



The next step will be to fit the oil breather hose to the cylinder head as shown below. Make sure the clips are in place and positioned as shown (you will need to be able access these when the crossover pipe is in place).





induction technology group ltd

Siskin Drive, Coventry. CV3 4FJ

Fitting

Now for the tricky bit!!!! The next step is to fit the rear pipe in place, the awkward part is fitting the hose clip onto the turbo connection. Put the hose clip onto the silicon hose, slide it up to where the hose waists in and tighten just enough to prevent it from slipping back down.



Now, thread the crossover pipe down the back of the engine and push the silicon hose down onto the turbo as firmly as possible until it bottoms out on the step in the hose. With the pipe in place, connect the breather hose and then tighten the clamps, then slacken off the clamp on the turbo hose, drop it down into place and fully tighten the turbo connection.





induction technology group ltd

Siskin Drive, Coventry. CV3 4FJ

Fitting

With the crossover pipe in place the next step will be to loosely assemble the airbox, mounting bracket and duct. Getting these components assembled off the car is going to make life a lot easier for you later on.



Fit the bracket and the retaining straps to the airbox as shown ensuring the bracket lines up with the water drain hole and lid retaining screw (opposite side to the ITG sticker).



induction technology group ltd

Siskin Drive, Coventry. CV3 4FJ

Fitting

Make sure that the retaining straps are attached to the bracket on one side rather than sandwiching the bracket between each end of the strap.



Leave these bolts as loose as possible as you will need to make a few adjustments later as even when loose, the straps will grip quite well. It will also help to align the duct as shown below and tighten up the hose clip.





induction technology group ltd

Siskin Drive, Coventry. CV3 4FJ

Fitting

Before you fit the airbox assembly into place you will first need to disconnect the earthing straps from the chassis rail as this is where the mounting bracket will sit.



You can now drop the airbox into place, feed the duct through the gap alongside the radiator that goes through to the nosecone and bolt the bracket into place ensuring that the earth straps are reconnected (be aware that one of the bolts is M6 and the other is M8).





induction technology group ltd

Siskin Drive, Coventry. CV3 4FJ

Fitting

With the airbox sitting roughly in place you will now need to tweak the position of the airbox in the straps so that the filter outlet lines up with the crossover pipe. Once you are happy with the position of the airbox, tighten up the retaining strap bolts on the mounting bracket and recheck the alignment. If necessary, slacken off the bolts and readjust the position of the airbox.



When you are happy with the position of airbox all that is left to do is fit the silicon hose, this will collapse down enough for you to squeeze it into place with the airbox fitted. You will need to completely unwind the hose clips to fit them into position, and then fully tighten the clips once in place.

Your kit is now fully fitted - before you drive the car, DOUBLE CHECK EVERYTHING!!!!