

# How To: Fit an enclosed induction kit to the V6

As a couple have done this I thought I'd have a go, but do a write up at the same time. Here's a quick summary of the equipment you'll be needing:

1 x Universal enclosed induction kit from here: <http://myworld.ebay.co.uk/mod-world/> where I got mine from. Tip, their lowest best offer is £35.

1 x (w x h x neck) 55mm x 34mm x 25mm / 1" filter / breather from here: <http://stores.shop.ebay.co.uk/MaximumPowered>

1 x 1" pipe mender from <http://stores.shop.ebay.co.uk/Midland-Waterlife-Ltd> which is where I got mine from. It's just a standard fitting, so most plumbing places should have them.

1 x 13/16 - 1 & 1/2" jubilee clip to go after the ICV breather filter.

Also a pair of wire snips is a good idea, you'll need then to cut the air feed pipe from your new kit.

First off make sure you have everything. Your induction kit should contain the main filter body, a length of flex, 3 or 4 reducer rings (you may only need to use 1 for the flex to go inside the coupes air pipe), a metal bracket to secure the filter to the metal frame next to the battery box, a belly-band that goes round the filter to the bracket, finally 3 nifty jubilee clips. The ICV breather filter will come with with a suitable jubilee clip.



You'll need a fair few tools for this, a socket set with with 7 & 8mm sockets, philips & flathead screwdriver. A cordeless or mains drill also needed to drill a neat hole to locate the IAT sensor along the original pipe, a hacksaw to cut the coupes original air pipe as well as the pipe joiner / mender. An extra pair of hands is worth it's weight in gold too. I would suggest finding yourself say a 1" long x 3 or 4mm nut, a washer & bolt to fix the bracket next to the battery box (as seen on the bracket in the pic above).



First off, your pipe mender / joiner will have a ridge around the top, also it will have a flared lip on each side. I cut those off because it was quite tricky shoving them into the pipe, even trickier if you need to remove it. Once you've cut them, use a file to smoothen all the edges off nicely. Cut it so that when the joiner is pushed into the breather, it doesn't go in too far.



Ok, here was my original set up.





Whether you have the original kit or something like what I had, carefully remove everything and give the inside inch or so of the inlet manifold a little wipe to remove any possible dust, **DON'T GO NEAR THE BUTTERFLY.**



I firstly connected the new filter directly to the coupes pipe just to see how much I needed to cut off.





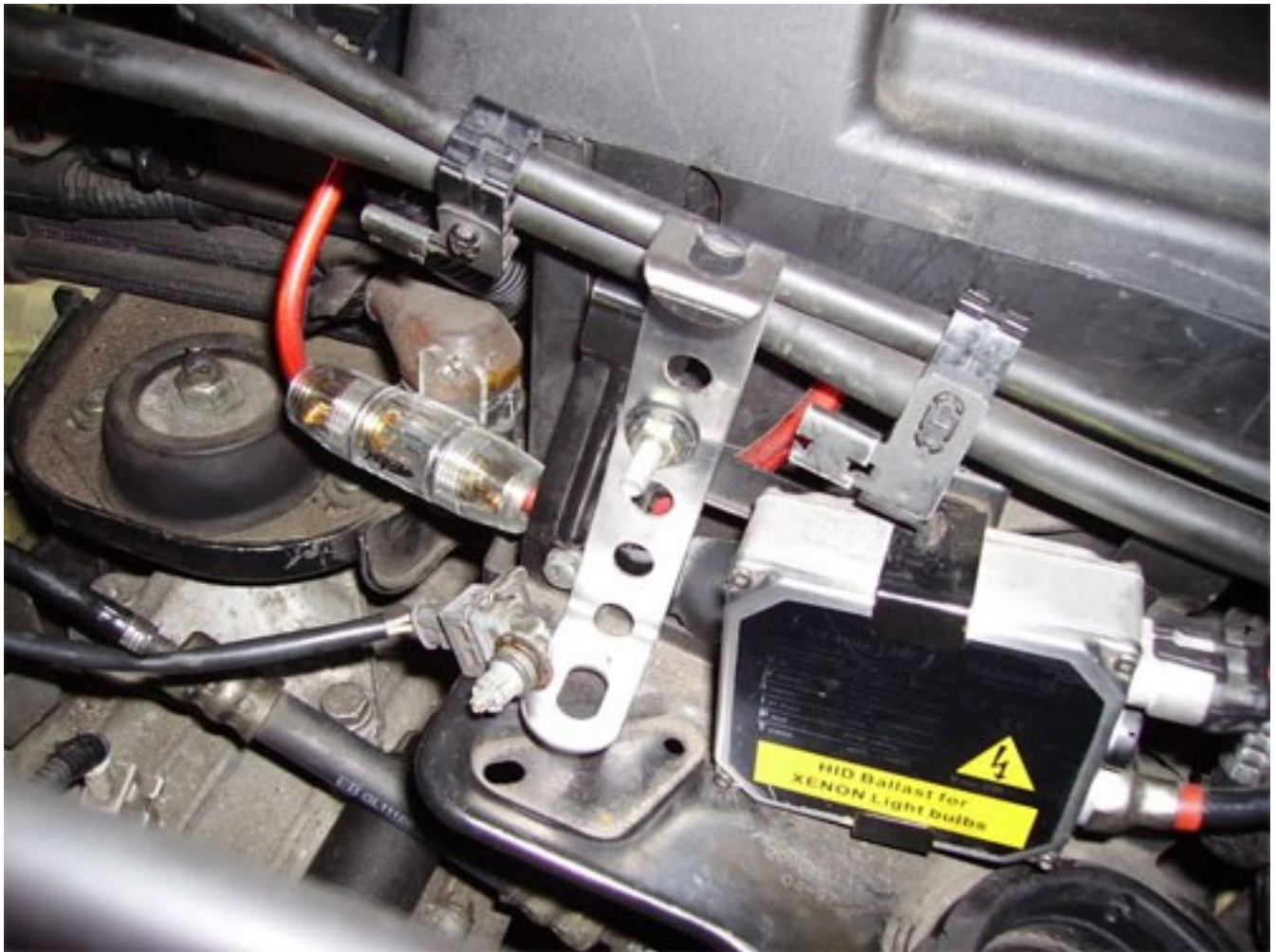
Now, you want to cut the coupes pipe with your hacksaw, you will need to keep the original 6 pleats on the pipe, then cut it just before the rib after the 6th pleat, this allows a 3/4" piece for the jubilee clip to fasten to. (Sorry I forgot to get a pic of this, but it's easy).

With the flexi pipe for some reason not being able to fit on the lower intake feed, it was just too big, I used one of the reducers that came with the kit, fit it neatly over it like this.



Ok, now you want to fix the mounting bracket to that metal frame I mentioned earlier. This took a few attempts to get right. There was no way the bonnet would close without fouling on the filter even using the lowest hole on the bracket, so I had to bend the bottom part, making it sit lower which would bring the filter down. Luckily there is a small hole there just enough to put say a 1" or so nut, bolt & washer through as mentioned above.





Now with that in place, we start to build the kit up. Carefully (without scratching the body) bring the body band up level with the top of the bracket, just hand tighten the nut & bolt. This is where the second pair of hands comes in, get someone to push the filter body back a bit to give you a bit more room at the front, whilst doing this tighten the nut & bolt. Before moving it back:





You'll see it's only an inch, but it gives you that little extra room for the flexi pipe to neatly curve onto the inlet part of the filter, remember (if you need to) use one of the reducer rings to fit it into the main air pipe. After moving it back:



It's here that you will now need to trim an appropriate length of the new air feed pipe, measure it up so that it fits over the filter, has a nice bend to it and sits in the coupes air intake. Trim it accordingly using the wire snips. Next up was to drill a small hole for the IAT sensor to be relocated. Can't remember the exact size as I used funny imperial ones. It took 2 goes, then the sensor 'clicked' into place very snugly indeed.





Next up was to fit the ICV breather filter to the original breather pipe, this was simple. The original pipe is 1" / 25mm.



This is where the 1" joiner comes in as per the 2nd picture above. You can use a smaller one I suppose, but in my eyes, that pipe is 1" for a reason. Tighten the jubilee clip up that came with your small filter, this will secure the hose joiner to the small filter, then using the extra jubilee clip you got yourself, slide that over the breather pipe and tighten that over the other end of the pipe joiner / mender.



Once you've secured that little fella onto the ICV pipe via your extra jubilee clip you're pretty much done, take 5 minutes to check your work. Check the jubilee clip that goes on the manifold, the 2 either side of the filter, the 2 on the ICV pipe, check the air feed is secure, your IAT is also secure. Make sure (you could miss this one) that the crankcase breather is secured back onto the original pipe, this is located in the area which the spur off is pointing, this just pushes on and doesn't need a jubilee clip.

The result:



**The end...**