



stop at nothing

Megaflow

*The famous **red-band**™ filters for road and race*

These versatile filters are easily recognisable by their twin bright red bands around the top and bottom. They should not be confused with the many inferior types of foam air filter.

These bands are the visible part of two fibre-reinforced nylon injection mouldings which form the structure on which our unique TriFoam™ filter system is bonded.

The two outer layers of foam provide optimum filtration and load-up capacity while the inner layer is made of special self-extinguishing filter foam. Together, they give the best combination for air flow, engine protection and safety.

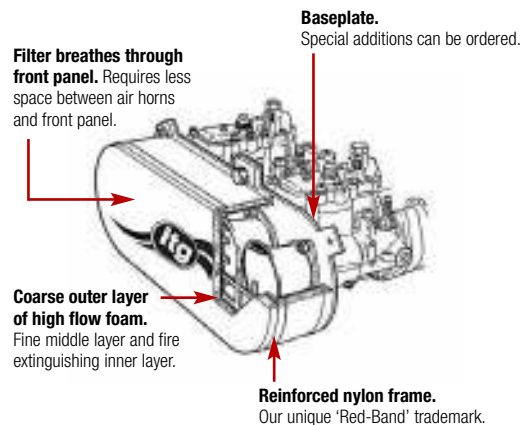
All standard baseplates for the Megaflow range are made from bright red powder coated steel.

Fitting advice

Selection of the filter element depends on the amount of room available.

ITG recommend fitting the tallest element possible, though a gap of 1/2" (13mm) average must be left over the top of the filter for air to circulate.

If using ram pipes, there must be an absolute minimum gap of 3/4" (19mm) or preferably 1 1/4" (32mm) between the end of the pipe and the underside of the top of the filter.



Please note:
All types of Megaflow filter are available as either a flat or domed (sausage) shape.
Baseplates are also available in aluminium.

Fitting instructions

Fitting a filter is very straight forward. The baseplates are supplied with bolt and spacer kits when required. The filters clip onto the baseplates, and are secured by one or more simple ¼ turn fasteners. In many cases an improved seal between carburettor and baseplate can be achieved by applying a thin smear of silicon grease.

The Megaflow range of air filters is normally supplied unoiled or 'dry', and they need to be oiled prior to use.

For very light dusty conditions or track use, we recommend our JDR-1 oil. For very dusty conditions – rallying, grass track etc., we recommend our JDR-2 oil. Both products are available separately or in a maintenance kit with filter cleaning fluid. Alternatively, for a very small charge, we can pre-oil the filter for you at the factory when ordering.

For particularly arduous conditions, oversocks are available for the twin red band versions of the Megaflow range.

Again, they too need to be oiled with JDR-2 before use.



Important:
All filters must be oiled prior to use

Carburettor adjustment

Whenever an ITG filter replaces an original equipment inlet system, the fuel metering systems on an engine may need adjustment to compensate for the change in air flow capacity. The following is a guide, but the full engine range should be checked on a rolling road.

For Weber, and similar types of carburettor, try the following:

Single choke

Increase main jet 5-10 points

Reduce air corrector 10-15 points

Dual choke

Increase secondary main jet 5-10 points

Reduce secondary air corrector 10-15 points

Reduce primary air corrector 5-10 points

Twin choke

Increase main jets 5-10 points

Reduce air correctors 10-15 points

For SU and other types using a metering needle, it is necessary to reduce the diameter of the needle near the narrower end. There is a large selection of SU needles available and we can help with recommendations for trial. For Strombergs, Ford VV and GM Varajet carbs, information and needle variants are more limited.

Fires, fuel 'standoff' and 'blowback'

The main causes of 'standoff' and 'blowback' are wild camshafts, poor cam timing and poor ignition timing, but poor fuel metering also has an effect. If a heavy 'standoff' of fuel is occurring then some fuel will accumulate on the air filter. If a 'blowback' occurs, this fuel and fuel in the carburettor can be ignited. Although the filter materials used are fire retardant, with the inner layer of foam self-extinguishing, a fire fed by fuel can seriously damage the filter and a severe under-bonnet fire may not be contained by the filter.



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*Megaflow product specifications***JCFilters** *the range at a glance*

Here is an easy to follow filter finder for the Megaflow range.
All are available in a number of depths and provide a full range of bhp ratings.
Please refer to the individual sheets for detailed specifications.

JC20

Single carburettor filter

Length: 192 mm

Width: 148 mm

**JC30**

Single carburettor filter

Length: 298 mm

Width: 149 mm

**JC40**

Small twin carburettor filter

Length: 379 mm

Width: 142 mm

**JC50**

Big twin carburettor filter

Length: 436 mm

Width: 148 mm

**JC100**

Multi carburettor filter

Length: 608 mm

Width: 142 mm



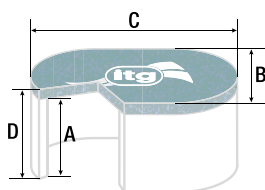
*Megaflow product specifications***JC50** big twin carburettor filter**JC50 – BHP ratings**

Filter element	Number of filters on engine	
	1	2*
JC50/25	310	525
JC50/40	400	675
JC50/65	510	860
JC50/100	660	1120

* V8 engine
BHP ratings are a guide only



All JC50's are available as standard flat-top filters or in domed (sausage) shaped versions.

JC50 – Dimensions**Filter size options**

	JC50/25	JC50/40	JC50/65	JC50/100
A Internal height	25	40	65	100
B Width	148	148	148	148
C Length	436	436	436	436
D Overall height	50	65	90	125

All dimensions are in mm.



We stock a large number of baseplate variants to suit most carburettors. Ask for a current applications list.



Performance air filters
for road and race vehicles

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Important:
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