



# ***Megaflow***





induction technology group ltd

Siskin Drive  
Coventry, CV3 4FJ

Tel: 024 7630 5386 Fax: 024 7630 7999

web: [www.itgairfilters.com](http://www.itgairfilters.com)  
e mail: [sales@itgairfilters.com](mailto:sales@itgairfilters.com)

## **Megaflow** Air Filters



With its reinforced nylon frame and unique tri-foam system, ITG Megaflow filters are the most effective way of protecting your engine whilst offering maximum air flow for outstanding performance.

Megaflow filters are extremely adaptable, providing optimum filtration and load-up capacity as standard and helping to reduce the risk of fire by incorporating a special inner layer of self extinguishing filter foam. All Megaflow systems are available in a range of sizes to suit your set-up and

budget. However, if your vehicle demands something a little different, then custom height filters are available on request to match your own specific needs.

Selecting the correct filter element will depend on the space you have available within the confines of your engine bay and ITG always recommend fitting the tallest element where possible. For air to circulate correctly, we would suggest an average gap of 13mm (1/2") between the top of the air filter and any engine part or piece of body work. If you are using ram pipes, you must leave a minimum gap of 25mm (1") between the end of the pipe and the underside of the filter.

## **Megaflow** Fitting

Fitting the Megaflow system is a simple process with the filter being secured into place with one or more 1/4 turn fasteners. Baseplates are supplied with all the necessary accessories where required and are laser cut to fit your carburettor or throttle body setup perfectly. However, if our range of pre-cut baseplates doesn't quite match your needs, we offer a blank aluminium version to suit more unique applications (Please see our baseplate guide for more information). These can be sent out to you uncut, or drilled to your specifications by one of our engineers for a small charge.





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## **Megaflow** Maintenance

Filter elements are normally supplied 'dry' (un-oiled) and will require oiling prior to use. For very light dusty conditions, like track days, we would recommend using our JDR-1 dust retention coating.

For most applications however, we would suggest using our JDR-2 air filter oil, as this covers a wide spectrum of conditions suitable for road, race and rally. Both products are available separately, or as part of an air filter cleaning kit designed to help you cover all routine maintenance. Although, if you would prefer, we can pre-oil the filter for you before it leaves the factory for a small charge. Just let us know when you order, as to what your preference is.



If you are running your vehicle in harsher environments, then over-sock filters are available to accompany the Megaflow range. These fit snugly over the filter and provide extra protection where needed for the most arduous of conditions. Once again, these will need to be oiled prior to use and we would recommend nothing but JDR-2 air filter oil.

## **Megaflow** Fires, standoff & blowback

If a heavy standoff of fuel is occurring, then it is likely that some of that fuel will accumulate on the inner layer of the Megaflow air filter. This fuel and further fuel in the carburettors could become ignited as the result of a blowback. Although the filter materials used are fire retardant, with the inner layer being self extinguishing as mentioned previously, a fire that is fed by fuel can seriously damage the filter. In these circumstances, a severe under bonnet fire may not be contained by the filter.





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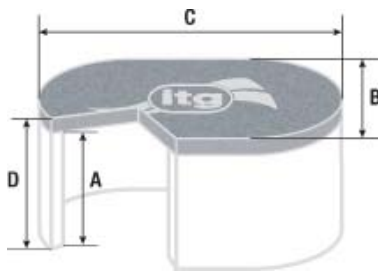
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e mail: sales@itgairfilters.com

# Megaflow **JC20 Filter Guide**

A JC20 filter is a single carburettor filter suitable for a wide range of applications. It is available in both flat-top and domed (sausage) shaped versions of the filter. Please refer to our baseplate guide when selecting the appropriate component to accompany your Megaflow setup.



## Dimensions



A=Height B=width C=Length D=Overall Height  
All dimensions are measured (mm)

	JC20/25	JC20/40	JC20/65	JC20/100
A)	25	40	65	100
B)	148	148	148	148
C)	192	192	192	192
D)	50	65	90	125

## BHP Ratings

BHP ratings are a guide only

## JC20 Filter



Number of Filters per Engine	Filter Element			
	JC20/25	JC20/40	JC20/65	JC20/100
<b>1</b>	<b>140</b>	<b>180</b>	<b>230</b>	<b>300</b>
<b>2</b> (4 Cylinder in-line engine)	<b>210</b>	<b>270</b>	<b>340</b>	<b>450</b>
<b>3</b> (6 Cylinder in-line engine)	<b>260</b>	<b>340</b>	<b>430</b>	<b>565</b>
<b>4</b> (V8 engine)	<b>315</b>	<b>405</b>	<b>520</b>	<b>675</b>
<b>6</b> (V12 engine)	<b>520</b>	<b>680</b>	<b>860</b>	<b>1130</b>



All filters must be oiled prior to use. Any filter used dry is done so at your own risk and could result in damage to your engine. ITG will not be held responsible for any damage caused due to lack of proper maintenance.

ITGJC20-01/01/2014



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Siskin Drive  
Coventry, CV3 4FJ

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# Megaflow

## Carburettor Adjustment

When replacing an OEM inlet system with an ITG Megaflow product, you may find that the fuel metering systems may require adjusting to compensate for the change in air flow capacity. We would always recommend that the full engine range be checked after installation to ensure that your new setup is performing efficiently.



For SU carburettors and other variants that use a metering needle, you would ideally want to reduce the diameter of the needle near the narrower end. There is a wide range of SU needles available, so please consult a specialist if you are unsure of what needle to use, or how to make any changes to your new setup.



For Weber and similar types of carburettor, please use the following as a guide only.

### 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 corrector	10-15	points





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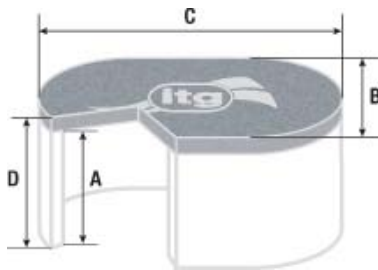
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# Megaflow **JC30 Filter Guide**

A JC30 filter is a single carburettor filter suitable for a range of applications. It is available in both flat-top and domed (sausage) shaped versions of the filter. Please refer to our baseplate guide when selecting the appropriate component to accompany your Megaflow filter.



## Dimensions



A=Height B=width C=Length D=Overall Height  
All dimensions are measured (mm)

	JC30/25	JC30/40	JC30/65	JC30/100
A)	25	40	65	100
B)	149	149	149	149
C)	298	298	298	298
D)	50	65	90	125

## BHP Ratings

BHP ratings are a guide only

## JC30 Filter



Number of Filters per Engine	Filter Element			
	JC30/25	JC30/40	JC30/65	JC30/100
<b>1</b>	<b>210</b>	<b>280</b>	<b>350</b>	<b>460</b>
<b>2 (4 Cylinder in-line engine)</b>	<b>320</b>	<b>420</b>	<b>530</b>	<b>690</b>



All filters must be oiled prior to use. Any filter used dry is done so at the owners risk and could result in damage to your engine. ITG will not be held responsible for any damage caused due to lack of proper maintenance.

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induction technology group ltd

Siskin Drive  
Coventry, CV3 4FJ

Tel: 024 7630 5386 Fax: 024 7630 7999

web: [www.itgairfilters.com](http://www.itgairfilters.com)

e mail: [sales@itgairfilters.com](mailto:sales@itgairfilters.com)

# Megaflow

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## Carburettor Adjustment

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When replacing an OEM inlet system with an ITG Megaflow product, you may find that the fuel metering systems may require adjusting to compensate for the change in air flow capacity. We would always recommend that the full engine range be checked after installation to ensure that your new setup is performing efficiently.



For SU carburettors and other variants that use a metering needle, you would ideally want to reduce the diameter of the needle near the narrower end. There is a wide range of SU needles available, so please consult a specialist if you are unsure of what needle to use, or how to make any changes to your new setup.



For Weber and similar types of carburettor, please use the following as a guide only.

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### 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

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### Twin Choke

---

Increase main jets	5-10	points
Reduce air corrector	10-15	points





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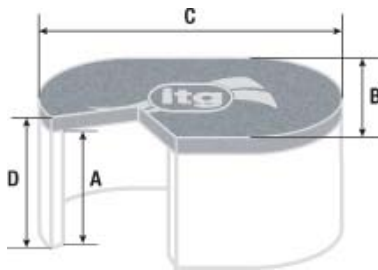
# Megaflow

## JC40 Filter Guide

A JC40 filter is a small twin carburettor filter suitable for a range of applications. It is available in both flat-top and domed (sausage) shaped versions of the filter. Please refer to our baseplate guide when selecting the appropriate component to accompany your Megaflow filter.



### Dimensions



A=Height B=width C=Length D=Overall Height  
All dimensions are measured (mm)

	JC40/25	JC40/40	JC40/65	JC40/100
A)	25	40	65	100
B)	142	142	142	142
C)	379	379	379	379
D)	50	65	90	125

### BHP Ratings

BHP ratings are a guide only

### JC40 Filter



Number of Filters per Engine	Filter Element			
	JC40/25	JC40/40	JC40/65	JC40/100
1	250	325	415	540
2 (V8 engine)	430	550	705	920



All filters must be oiled prior to use. Any filter used dry is done so at the owners risk and could result in damage to your engine. ITG will not be held responsible for any damage caused due to lack of proper maintenance.

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Coventry, CV3 4FJ

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web: [www.itgairfilters.com](http://www.itgairfilters.com)

e mail: [sales@itgairfilters.com](mailto:sales@itgairfilters.com)

# Megaflow Carburettor Adjustment

When replacing an OEM inlet system with an ITG Megaflow product, you may find that the fuel metering systems may require adjusting to compensate for the change in air flow capacity. We would always recommend that the full engine range be checked after installation to ensure that your new setup is performing efficiently.



For SU carburettors and other variants that use a metering needle, you would ideally want to reduce the diameter of the needle near the narrower end. There is a wide range of SU needles available, so please consult a specialist if you are unsure of what needle to use, or how to make any changes to your new setup.



For Weber and similar types of carburettor, please use the following as a guide only.

## 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 corrector	10-15	points





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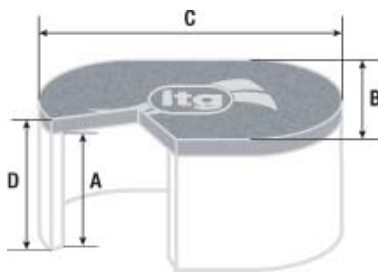
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# Megaflow JC50 Filter Guide

A JC50 filter is a big twin carburettor filter suitable for a wide range of applications. It is available in both flat-top and domed (sausage) shaped versions of the filter. Please refer to our baseplate guide when selecting the appropriate component to accompany your Megaflow filter.



## Dimensions



A=Height B=width C=Length D=Overall Height  
All dimensions are measured (mm)

	JC50/25	JC50/40	JC50/65	JC50/100
A)	25	40	65	100
B)	148	148	148	148
C)	436	436	436	436
D)	50	65	90	125

## BHP Ratings

## JC50 Filter

BHP ratings are a guide only



Number of Filters per Engine	Filter Element			
	JC50/25	JC50/40	JC50/65	JC50/100
1	310	400	510	660
2 (V8 engine)	525	675	860	1120



All filters must be oiled prior to use. Any filter used dry is done so at the owners risk and could result in damage to your engine. ITG will not be held responsible for any damage caused due to lack of proper maintenance.

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induction technology group ltd

Siskin Drive  
Coventry, CV3 4FJ

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# Megaflow Carburettor Adjustment

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For SU carburettors and other variants that use a metering needle, you would ideally want to reduce the diameter of the needle near the narrower end. There is a wide range of SU needles available, so please consult a specialist if you are unsure of what needle to use, or how to make any changes to your new setup.



For Weber and similar types of carburettor, please use the following as a guide only.

## 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 corrector	10-15	points





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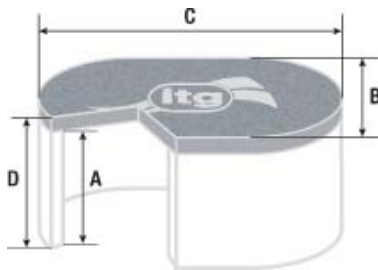
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## JC55 Filter Guide

A JC55 filter is a multi carburettor filter suitable for a range of applications. It is available in both flat-top and domed (sausage) shaped versions of the filter. Please note that this filter is only available with a blank aluminium baseplate, JC55B.



### Dimensions



A=Height B=width C=Length D=Overall Height  
All dimensions are measured (mm)

	JC55/25	JC55/40	JC55/65	JC55/100
A) 25	25	40	65	100
B) 148	148	148	148	148
C) 500	500	500	500	500
D) 50	50	65	90	125

### BHP Ratings

BHP ratings are a guide only

### JC55 Filter



### Number of Filters per Engine

### Filter Element

	JC55/25	JC55/40	JC55/65	JC55/100
<b>1</b>	<b>335</b>	<b>435</b>	<b>555</b>	<b>720</b>
<b>2 (V8 engine)</b>	<b>570</b>	<b>735</b>	<b>935</b>	<b>1220</b>



All filters must be oiled prior to use. Any filter used dry is done so at the owners risk and could result in damage to your engine. ITG will not be held responsible for any damage caused due to lack of proper maintenance.

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# Megaflow Carburettor Adjustment

When replacing an OEM inlet system with an ITG Megaflow product, you may find that the fuel metering systems may require adjusting to compensate for the change in air flow capacity. We would always recommend that the full engine range be checked after installation to ensure that your new setup is performing efficiently.



For SU carburettors and other variants that use a metering needle, you would ideally want to reduce the diameter of the needle near the narrower end. There is a wide range of SU needles available, so please consult a specialist if you are unsure of what needle to use, or how to make any changes to your new setup.



For Weber and similar types of carburettor, please use the following as a guide only.

## 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 corrector	10-15	points





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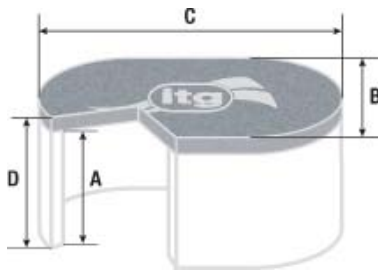
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## JC90 Filter Guide

A JC90 filter is a Porsche 911 Weber carburettor filter suitable for a single application. It is available as standard in a flat-top filter, domed or 'sausage' versions are available on request. Please refer to our baseplate guide when selecting the JC90 baseplate to accompany your Megaflow filter.



### Dimensions



A=Height B=width C=Length D=Overall Height  
All dimensions are measured (mm)

JC90
A) 80
B) 142
C) 379
D) 105

### BHP Ratings

### JC90 Filters

BHP ratings are a guide only

Number of Filters per Engine	Filter Element
	JC90
2	940



All filters must be oiled prior to use. Any filter used dry is done so at the owners risk and could result in damage to your engine. ITG will not be held responsible for any damage caused due to lack of proper maintenance.

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For Weber and similar types of carburettor, please use the following as a guide only.



## 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 corrector	10-15	points





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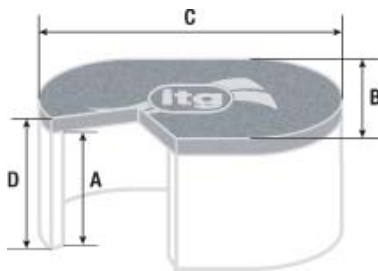
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# Megaflow **JC100 Filter Guide**

A JC100 filter is a multi carburettor filter suitable for a range of applications. It is available in both flat-top and domed (sausage) shaped versions of the filter. Please note that this filter is only available with a blank aluminium baseplate, JC100B.



## Dimensions



A=Height B=width C=Length D=Overall Height  
All dimensions are measured (mm)

	JC100/25	JC100/40	JC100/65	JC100/100
A) 25	25	40	65	100
B) 142	142	142	142	142
C) 608	608	608	608	608
D) 50	50	65	90	125

## BHP Ratings **JC100 Filter**

BHP ratings are a guide only



Number of Filters per Engine Element	Filter			
	JC100/25	JC100/40	JC100/65	JC100/100
1	400	520	665	865
2 (V12 engine)	800	1040	1330	1730



All filters must be oiled prior to use. Any filter used dry is done so at the owners risk and could result in damage to your engine. ITG will not be held responsible for any damage caused due to lack of proper maintenance.

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## Carburettor Adjustment

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For Weber and similar types of carburettor, please use the following as a guide only.

### 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 corrector	10-15	points

