

Link do produktu: <https://bizongarage.pl/intercooler-for-the-renault-megane-mk4-rs-280300-p-41227.html>



## Intercooler for the Renault Megane Mk4 R.S 280/300

Cena brutto	<b>4 406,70 zł</b>
Cena netto	<b>4 406,70 zł</b>
Dostępność	<b>Na zamówienie</b>
Numer katalogowy	<b>379177223</b>
Kod producenta	<b>FMINT17</b>
Kod EAN	<b>*5056721230443*</b>

### Opis produktu

- Hand fabricated
- Lightweight - Tube and Fin core
- Stepped core design
- 41% capacity increase over OE intercooler
- **Gains of 8bhp** (see description for more information)
- **Gains of up to 20NM** (see description for more information)

FMINT17 is our intercooler upgrade for the Renault Megane Mk4 R.S. We had received reports of this vehicle producing high IAT's especially in hotter climates when driven hard. Our objective as always was to improve and overcome these issues as well as manufacture a product to the highest standard and quality. This however was not going to be a quick or easy process as with the Megane IV, R.S, Renault had decided to utilize a setup which does not lend itself well to improve its cooling package without a costly overhaul. Renault even went to the extent of using **members of it's F1 team to help with the design** of this vehicle so the challenge to improve it cost effectively has been difficult, but with FMINT17, we have achieved this goal.

Using our **highly skilled CAD team** and fabrication department we went to work designing an intercooler which would occupy the original space without the need to modify the vehicle, while at the same time design a product with a greater capacity core for the optimum performance.

The end tanks have been a key part of the design of this intercooler, and we have opted for our classic and proven sheet metal construction which is folded in a way to produce a shallow and fast flowing design with negligible back pressure. It is also **lightweight** as this was another key element in our design brief, to manufacture a high performing intercooler as light as we can; this element also has a significant impact on our choice of intercooler core.

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Once we had produced an end tank design, we specified several different intercooler core constructions before we started our vigorous dyno testing. Our research and compiled data pointed to the use of a tube and fin core construction, this UK manufactured component really worked well and again was the best option to keep weight to a minimum. The stepped core design is **41% larger in capacity** over the OE intercooler and the final product achieved **gains of 8bhp with an increase of 12NM of torque** between 1900 RPM and 2500 RPM along with **20NM between 5500 RPM and 6000 RPM**. This makes the Megane feel and pull stronger at the top of the rev band and when combined with a vehicle equipped with upgraded ECU software like our development