

Link do produktu: <https://bizongarage.pl/renewalt-megane-rs-280300-induction-kit-p-41132.html>

## Renault Megane RS 280/300 Induction Kit



Cena brutto	<b>1 828,68 zł</b>
Cena netto	<b>1 828,68 zł</b>
Dostępność	<b>Na zamówienie</b>
Numer katalogowy	<b>379176973</b>
Kod producenta	<b>FMINDK31</b>
Kod EAN	<b>*5056721228303*</b>

### Opis produktu

The Renault Megane RS 280/300 intake is the result of widespread design trials through dyno testing and flow analysis. It was developed to achieve three main objectives:

- **Maintain low inlet temperatures in comparison to other aftermarket induction kits**
- **Improved air flow**
- **Look aesthetically pleasing and enhances the look of your engine bay**

Our first criteria has been met by enclosing the [PRORam](#) filter with our CAD designed sheet aluminum airbox. The OE location for the airbox is not ideal as it is mounted at the back of the engine bay which inherently gets very warm and so it was crucial in our design to make sure we shielded as much of the hot side as possible. It was imperative to incorporate both OE air ducts in our design to allow as much cold air flow to the filter as possible; all these considerations are in order to keep IAT's as low as possible.

The second objective was met by trialing and testing of different air filters and we have even gone to the extent of using two different independent dynos to make sure the data collated was accurate. Results showed that we achieved the best gains with the PRORam performance filter.

Unlike other aftermarket intakes our kit utilises a huge velocity stack that in turn houses the filter which has been designed with a high quality, high flow, synthetic nanofiber filtration media which is pleated to maximize surface area and in turn increase the turbos air flow.

When you look at the data, the gains are there to be seen. The Forge Motorsport intake system makes **+15bhp** improvement even though the ambient temperature in the dyno cell has risen +3°C. The biggest gain we achieved was with the combination of both **FMINDK31** & **FMTIA4**. This test was conducted at the hottest period of the day, however it made an outstanding **+20bhp** along with higher torque figures lower in the rev range, thus improving throttle response.

We also took the liberty to test a rival intake from the marketplace to see how that compared, this also worked well and demonstrated further, the need of free-flowing filtration on this vehicle.

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*The vehicle used for testing was a Renault Megane 280 cup with Stage one K-tec software and performance exhaust and sports cat.*

Testing was completed on [Litchfield's](#) Maha dyno, manufactured by the same people who currently supply BMW M sport and Mercedes Benz for all their engine calibration and Dyno testing. We also used [Performance Remap](#) in