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Astra H - Enlarged Foglight Delete Brake Cooling Duct Kit.

Your kit contains the following items:

- 4 x Large Black Ducts/Trumpets
- 4 x Cable Ties 270 mm
- 4 x Cable Ties 370 mm
- 2 x Chrome Effect Foglight Surrounds
- 1 x 1m Red Spiral Bound Ducting

Preparing the Surrounds:

The 2 supplied chrome rings have already been opened up to accept the larger ducts. If necessary any further fettling can be done now prior to fitting with a multi tool or similar to ensure the ducts will sit centrally.

This is also the time to prepare and paint them if necessary) to your requirements. We found that a plastic type bumper paint gives a good matt black finish, but they can be painted or dipped however you want. If painting, prepare them thoroughly prior to painting and allow them time to dry before proceeding with fitting.

Now to prepare the ducts for fitting:

Take 2 of the black ducts and carefully cut off about 30mm from the non-trumpet end.

Take 1 of the black ducts and carefully cut off about 60-70mm from the non-trumpet end.

Take 1 of the black ducts and carefully cut off about 100mm from the non-trumpet end.

Once the ducts have been cut down, check the ends are level and that any sharp edges have been tidied up with emery cloth.

Now to ensure a good fit for each duct onto the spiral bound ducting:

Offer up one end of the spiral bound ducting onto the duct. The ducts have ridges around them so to ensure a good fit carefully trim away some of the ridges using a multi-tool, checking the fitment regularly, until you have a snug fit. The ducting needs to slide onto the duct without too much effort, as working space when fitted will be limited when on the car, but needs to be a nice snug fit. Now repeat with the remaining 3 ducts.

Bonding the Ducts into the Surrounds:

Into each of the surrounds, bond in from the front, one of the ducts that has just been

cut down by about 30mm and fettled. Use a suitable strong semi flexible bonding agent such as Sikaflex or similar. Apply the bonder around the rear of the trumpet and fit into the surround. Careful of any excess bonder, and clean up as required. Now set aside for the bonder to set.

Fitting into the bumper:

Once the bonder has had time to go off, they can be fitted into your front bumper. Remove the OE fog lights from the back of the bumper. Unclip the wiring plug and cable tie it out of the way. The factory surrounds can now be removed by unclipping them from the top and dropping them forwards – the black plastic panel and chrome surround will come away as a unit. Once removed unclip the chrome surround from the back and push the honeycomb plastic panel back releasing the chrome surround forwards.

Now clip in the new surrounds complete with the ducts into the honeycomb panel. The honeycomb panel clips in from the front. Take care not to damage the finish on the newly painted surrounds. Once clipped in check the rear clips are secure – you may need to carefully use a pair of pliers. Finally refit into the bumper (Picture 1).

Now we can turn our attention to the other end of the ducting:

Starting with the Right Hand Side (when sitting in the car).

Ensure the car is on level ground, ensure it cannot move using wheel chocks if required, jack up the car, support on axle stands and then remove the R/H/F wheel.

This will give access to the plastic car around bottom pulley. You will need to cut a suitable 70mm hole in the plastic panel, making sure you miss the front subframe and upright. The right hand edge of the duct will need to be as close to the wheel arch liner as possible (it can touch or overlap by about 1mm and the arch liner can be trimmed to fit around it) – the centre line will be 45mm to the left of this point and 105mm from the bottom edge of the panel (the edge of the trumpet will be approximately 60mm from the lower edge of the panel). See Picture 2 for location. These dimensions are approximate. It is worth measuring twice and cutting once! Check that you have clearance, and if in doubt start smaller and enlarge the hole as you go. You can either carefully drill the required hole with the panel in situ or remove it and drill your hole with the panel off the car, once you have worked out its location.

Now take the duct that was cut down by approximately 60-70mm and bond it into the hole in the plastic panel. Once the bonder has set, if the panel was removed, it can be refitted.

Next take the spiral bound ducting and measure the required length needed to fit between the R/H front duct and the R/H rear duct. Cut the fabric with a sharp knife and the spiral wire with side cutters. Push the ducting onto the front duct and secure with one of the supplied cable ties. The ducting can now be routed from the front duct, underneath the horns, around the chassis leg to the rear duct. It can be a little tricky to get onto the rear duct. Clearance around the horns and bracket can be an issue. The horns can be moved on their bracket a certain amount to give better clearance or they can be mounted together on the top fitting (picture 3) and swung out of the way one to the wheel arch side, and also part of the horn mounting bracket can be buzzed away to give more room (picture 4). Anyone with a Courtenay Sport VXRacing intercooler who want some more clearance past the intercooler pipework will benefit from our revised intercooler bend which gives much more room (available separately). Push the ducting onto the rear duct and secure with one of the cable ties.

Ensure adequate clearance past the bottom pulley.

Now turning to the left hand side, measure the required length of ducting needed to fit between the L/H front duct and the gearbox end case area. Cut as before. Push the ducting onto the front duct and secure with one of the supplied cable ties. Route the ducting around the chassis leg, fit the remaining duct into the end of the spiral bound ducting, secure with a cable tie and then secure to the subframe using a long cable tie ensuring the duct is pointing to the calliper and brake disc area.

Finally when everything is fitted up, refit the R/H/S front wheel (torque wheel nuts to 110Nm) and then check that you have clearance with the new ducting, especially the L/H/S rear duct when on full lock and the R/H/S ducting where it runs past the bottom pulley.

Picture 1 - Front Duct Fitted:



Picture 2 - R/H Rear Duct Location:



Picture 3 - Horn Location and Ducting Route:



Picture 4 - Modified Horn Bracket

