

CORKSPORT POWER SERIES TURBO INLET FC RX-7, S4 & S5



NOTE: THE INSTALLATION IN THESE INSTRUCTIONS WAS DONE ON A VEHICLE WITH A FRONT MOUNT INTERCOOLER AND AIRBOX ADAPTER. HOWEVER, ALL EFFORTS HAVE BEEN MADE TO INDICATE REQUIREMENTS FOR VEHICLES WITHOUT THESE PARTS INSTALLED AS WELL.



NOTE: SERIES 4 TURBO RX-7'S ONLY USE ONE OF THE VACUUM LINE CONNECTORS ON THE TURBO INLET PIPE, THE SECONDARY CONNECTOR SHOULD BE CAPPED AS SHOWN IN THE PHOTO ABOVE.



NOTE: IF YOUR VEHICLE IS EQUIPPED WITH A VENT-TO-ATMOSPHERE BLOW-OFF VALVE INSTEAD OF THE FACTORY RECIRCULATION VALVE, YOU WILL NEED A 3/4" OR 19MM SILICONE OR RUBBER CAP TO COVER THE RECIRCULATION PORT.



WARNING: TURBOCHARGERS AND EXHAUST SYSTEMS CAN BE EXTREMELY HOT, MAKE SURE THAT YOUR VEHICLE HAS FULLY COOLED DOWN PRIOR TO ATTEMPTING THE INSTALLATION. WEAR MECHANICS GLOVES DURING INSTALLATION TO PROTECT YOUR HANDS FROM SHARP EDGES AND OBJECTS IN THE ENGINE COMPARTMENT.

PART NUMBER: RX7-6-269 TIME ESTIMATE: 1-1.5 HOURS WRENCH RATING: 2/5	MODEL: RX-7	YEAR: 1986-1991	TRIM: TURBO
TOOLING LIST: 3/8 DRIVE RATCHET 6" AND 8" SOCKET EXTENSIONS 10MM LONG SOCKET PHILLIPS SCREWDRIVER SILICONE SPRAY OR WD-40 NEEDLE NOSE PLIERS		PARTS LIST: CORKSPORT TURBO INLET PIPE 14MM ID SILICONE HOSE 2X BRASS FITTINGS 4MM ID SILICONE HOSE 1X RUBBER VACUUM CAP TAPERED SILICONE COUPLER STRAIGHT SILICONE COUPLER RUBBER VACUUM CAP 2X 83-91MM T-BOLT CLAMPS 1X 63-71MM T-BOLT CLAMP 1X 70-78MM T-BOLT CLAMP	

INSTALLATION INSTRUCTIONS: CORKSPORT POWER SERIES TURBO INLET PIPE 1986-1991 MAZDA RX-7 TURBO

1: REMOVAL OF AIRBOX & AIR FLOW METER.

LET'S GET STARTED! THE FIRST ORDER OF BUSINESS IS THE REMOVAL OF THE STOCK AIRBOX.

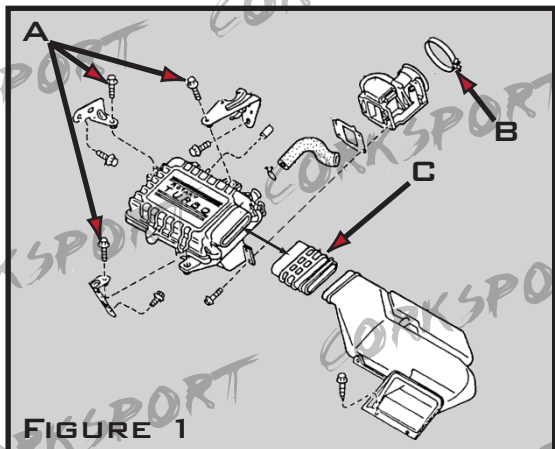


FIGURE 1

A. DISCONNECT THE AIRBOX FROM THE THREE MOUNTING POINTS SHOWN IN FIGURE 1, ITEM A USING A 10MM SOCKET.

B. DISCONNECT THE AIR FLOW METER FROM THE FACTORY RUBBER TURBO INLET PIPE USING A 10MM SOCKET OR PHILLIPS SCREWDRIVER (FIG 1, B).

C. DETACH INTAKE SNORKEL (FIG 1, C) FROM FACTORY AIRBOX AND UNPLUG FACTORY WIRING HARNESS FROM AIRBOX. EXTRACT AIRBOX AND AIR FLOW METER FROM ENGINE COMPARTMENT.

2: REMOVAL OF FACTORY TURBO INLET

THE FACTORY TURBO INLET HOSE (FIGURE 2, ITEM A) HAS TWO CONNECTIONS INTO IT ON THE S4 ('86-'88) AND THREE CONNECTIONS INTO IT ON THE S5 ('89-92).

A. S4/S5: DISCONNECT RECIRCULATION VALVE (FIG 2, B) FROM TURBO INLET HOSE BY UNCLAMPING HOSE CLAMP (FIG 2, C) WITH THE NEEDLENOSE PLIERS. PULL THE RECIRCULATION VALVE OUT OF THE TURBO INLET HOSE ONCE THE CLAMP IS LOOSE.

B. S4/S5: DISCONNECT THE ONE WAY CHECK VALVE (FIG 2, D) FROM THE TURBO INLET HOSE BY PULLING IT OUT OF THE HOSE. IT WILL BE TIGHT AS IT IS BARBED, PULL HARD, BUT WATCH WHERE YOU'RE HANDS ARE GOING TO GO WHEN IT LETS GO!! THE PLIERS MAY COME IN HANDY.

C. S5: DISCONNECT SECOND VACUUM LINE FROM TURBO INLET HOSE WITH NEEDLENOSE PLIERS. (NOT SHOWN, ADJACENT TO THE CHECK VALVE ON THE SERIES 5 CARS).

D. BACK OFF HOSE CLAMP (FIG 2, E) HOLDING TURBO INLET HOSE TO TURBOCHARGER COMPRESSOR HOUSING USING 10MM SOCKET OR PHILLIPS SCREWDRIVER. EXTRACT TURBO INLET HOSE FROM ENGINE COMPARTMENT. **Now**

IS A GOOD TIME TO CHECK THE RADIAL AND AXIAL RUNOUT OF THE COMPRESSOR WHEEL IN YOUR TURBOCHARGER. THE COMPRESSOR WHEEL SHOULD SPIN FREELY, BUT SHOULD NOT HAVE AN APPRECIABLE AMOUNT OF PLAY SIDE/SIDE IN/OUT ON THE WHEEL.

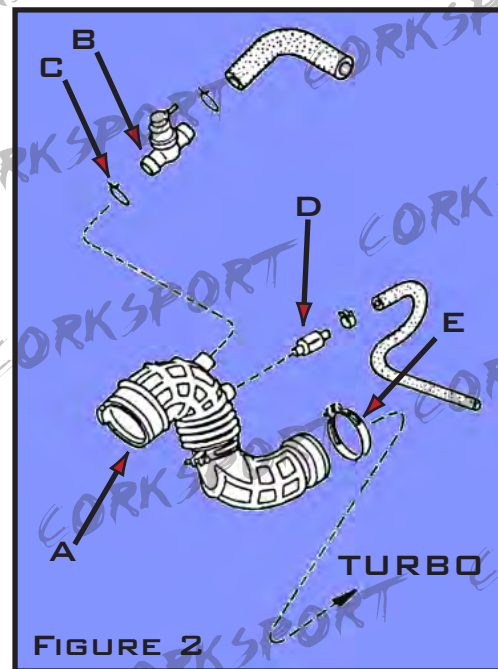


FIGURE 2

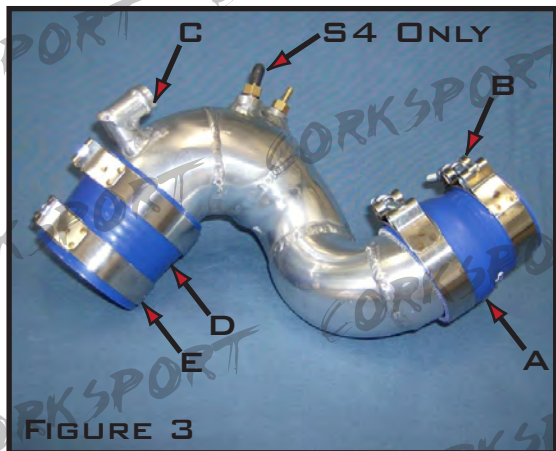
3: INSTALLATION PREPARATION OF THE CORKSPORT TURBO INLET PIPE.

WE'LL BE ASSEMBLING AS MUCH AS POSSIBLE ONTO THE CORKSPORT TURBO INLET PIPE AS IT'S MUCH EASIER ON THE BENCH THAN IT IS ON THE CAR. START WITH THE TURBO INLET PIPE, WHICH COMES PREASSEMBLED WITH THE TWO BRASS VACUUM LINE FITTINGS PRE-ASSEMBLED AND A VACUUM CAP INSTALLED ON ONE OF THE TWO LINES. IF YOU HAVE A SERIES 5, REMOVE THAT CAP NOW.

A. INSTALL TAPERED SILICONE COUPLER TO THE SMALL END OF THE INLET PIPE AND ATTACH WITH 70-78MM T-BOLT BAND CLAMP AS SHOWN IN FIGURE 3, ITEM A. **Depending on what other components you have installed, it would be good to clock the orientation of this clamp to make future removal/access as easy as possible.**

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3: TURBO INLET PIPE PREP (CONTINUED).



B. INSTALL 70-78MM T-BOLT BAND CLAMP ONTO THE OTHER END OF THE SILICONE CONNECTOR THAT WILL BE ATTACHING TO THE TURBOCHARGER AS SHOWN IN **FIG 3, B**. YOU WANT IT TO BE ALMOST TIGHT ENOUGH TO WHERE IT WON'T FALL OFF, BUT IT SHOULD NOT BE COMPRESSING THE SILICONE. THIS WILL ALLOW YOU TO EASILY GET THE SILICONE OVER THE TURBOCHARGER COMPRESSOR HOUSING INLET.

C. INSTALL 14MM SILICONE HOSE OVER RECIRCULATION PORT SHOWN IN **FIG 3, C**. THIS MAY BE DIFFICULT AS IT IS A TIGHT FIT. **APPLICATION OF A LIGHT AMOUNT OF SILICONE SPRAY OR WD-40 WILL MAKE THIS MUCH EASIER.**

D. INSTALL 3" STRAIGHT SILICONE COUPLER OVER THE LARGE INLET END OF THE TURBO INLET PIPE AND RETAIN WITH THE 86-91MM T-BOLT BAND CLAMP AS SHOWN IN **FIG 3, D**.

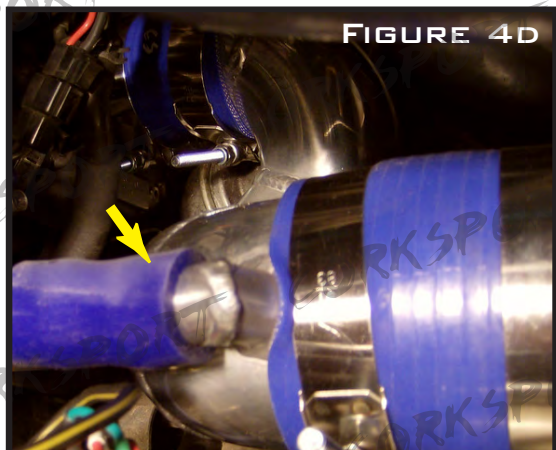
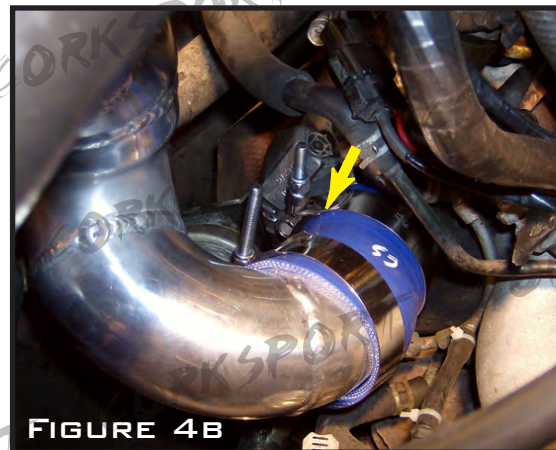
E. INSTALL SECOND 83-91MM T-BOLT BAND CLAMP OVER OPEN END OF SILICONE COUPLER AS SHOWN IN **FIG 3, E**.

4: INSTALLATION OF TURBO INLET PIPE.

A. PLACE THE TURBO INLET PIPE INTO THE ENGINE COMPARTMENT AND FIT THE TAPERED SILICONE COUPLER OVER THE INLET ON THE COMPRESSOR HOUSING AS SHOWN IN **FIGURE 4A**. TIGHTEN THE BAND CLAMP SNUG, BUT SO THE PIPE CAN BE ADJUSTED SLIGHTLY.

B. S4/S5: ATTACH THE PROVIDED LENGTH OF 4MM SILICONE HOSE TO THE FACTORY CHECK VALVE AND ATTACH THE END OF THE HOSE TO ONE OF THE BRASS FITTINGS ON THE TURBO INLET PIPE AS SHOWN IN **FIGURE 4B**. TRIM LENGTH OF HOSE AS DESIRED.

YOU MAY NEED TO USE A BIT OF SILICONE SPRAY OR WD-40 IN ORDER TO GET THE HOSE STARTED, IT'LL BE TIGHT SO IT DOES NOT REQUIRE A CLAMP.



C. S5: ATTACH SECOND VACUUM LINE REMOVED IN STEP 2C TO THE SECOND BRASS VACUUM FITTING ON THE TURBO INLET PIPE.

D. S4/S5: SLIP FACTORY RECIRCULATION VALVE INTO 14MM ID SILICONE HOSE ON INSTALLED IN STEP 3C AS SHOWN IN **FIGURE 4D**. USE FACTORY SPRING CLAMP IF DESIRED.

E. REINSTALLATION OF FACTORY AIR FLOW METER AND AIRBOX IS REVERSE OF REMOVAL, ONLY YOU SWEAR IN DIFFERENT PLACES. CONNECT AIR FLOW METER OUTLET TO STRAIGHT SILICONE COUPLER AND TIGHTEN T-BOLT CLAMP PROVIDED WITH CORKSPORT TURBO INLET PIPE.

MAKE SURE TO PLUG IN CONNECTOR BETWEEN AIR FLOW METER AND FACTORY WIRING HARNESS. FINALLY, START UP CAR AND CHECK FOR VACUUM LEAKS. ENJOY!