

CorkSport Front Mount Intercooler for Short Ram Intakes

2006-2007 Mazdaspeed 6



Thank you for purchasing the CorkSport Front Mount Intercooler for Short Ram Intake. This kit will dramatically improve cooling efficiency and performance by replacing your restrictive top mounted intercooler with 21x10x3" front mounted intercooler core that has been developed to integrate seamlessly with the CorkSport Stage II Power Series Short Ram Intake. Please let us know your feedback by submitting a review at: <http://www.corksport.com/corksport-mazdaspeed-6-fmic-kit-for-short-ram-intake.html>

Pre-Installation Notes:



Requires permanent Modification to install. During the install process you will need to cut the bracket for the airbag sensor, Cut out the plastic braces in front of the radiator and trim the Styrofoam for the head light to allow clearance for the intercooler piping.



Make sure your vehicle is completely cooled down prior to starting installation. If you are going to work on your car within an hour or two of having driven it, use a fan to cool off the car.



These instructions were written for reference only and the use of a factory service manual is recommended. Please read these instructions thoroughly prior to starting installation. To get optimal fitment, you will need to align the piping carefully. Put all piping in before tightening hose clamps.



How our instructions work: To best cover all of our customers experience levels, we have included an overview checklist for the more technically advanced users along with step-by-step instructions for customers that require additional detail.



This kit has been developed to work with a CorkSport Short Ram Intake System. If you are using another brand intake we cannot guarantee fitment. Also if you currently have a CorkSport SRI, a new piece of silicone is required and should come with your FMIC kit if ordered correctly.

Materials and Time:

General Info.

Part #: Ate-6-140
Time Est: 4-5 hours
Wrench Rating: 4/5



Tooling List

3/8 Drive Ratchet
6" 3/8 Drive Extension
8mm Long Socket
10mm Long Socket
12mm Socket
Phillips Screwdriver
Long-nose Angled Pliers
Channel Lock Pliers
3mm Allen Wrench
10mm Wrench
12mm Wrench
Silicone Spray



Parts List

CorkSport FMIC Intercooler Core
2x Core Support Brackets
1x Intercooler Support Bracket
Intercooler Piping
3x 2.25" Silicone Couplers
2x 2.25"-2.5" Silicone Reducers
1x 2.75" Silicone Coupler
8x (63-71) T-Bolt Clamps
2x (70-78) T-Bolt Clamps
2x (77-85) T-Bolt Clamps
2x M6 x 1.0 Bolts w/ Nuts
2x M8 x 1.25 20mm Bolts w/Nuts
2x M8 x 1.25 16mm Bolts w/Nuts
4x M8 Flat Washers

CorkSport SRI Kit (optional)

Intake Silicone Elbow
CorkSport Turbo Inlet Pipe
1x 2 - 2 1/2" Silicone Coupler
1x 2 1/4" - 3" Angled Silicone Coupler
1x (57-65) T-Bolt Clamps
2x (63-71) T-Bolt Clamp
2x (83-91) Band Style Hose Clamp
1x MAF Housing w/ Screws
1x Filter
1x 6" 4mm Silicone Hose
1x 12" 14mm Silicone Hose

Need Help With Your Installation?

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Checklist

This is an overview of each step in the build. You can use this as a reference and a checklist as you button up the work on your car

 These instructions are made for all 2006-2007 Mazdaspeed6.

1. Jack Up the Vehicle

1a) Jack up the front of the vehicle and place on jack stands

2. Remove the Stock Intake and Turbo Inlet Pipe

Note: If you already have an aftermarket intake installed, skip to step 4a.

2a) Remove the battery cover.

2b) Disconnect the battery terminals, negative first then positive

2c) Remove the TMIC cover by removing the two (2) 10mm headed bolts shown in [Figure 2a](#)

2d) Disconnect the Mass Air Flow (MAF) sensor shown in [Figure 2b](#)

2e) Remove the lid of the air box by loosening the hose clamp on the intake elbow and unclipping the four (4) clips securing the top of the air box

2f) Remove the intake elbow by first disconnecting the crank case vent hose from the valve cover and loosening the hose clamp on the Turbo Inlet Pipe (TIP) connection

2g) Remove the air box by lifting it out of the car

2h) Remove the air box bracket by removing the two (2) 12mm headed bolts shown in [Figure 2d](#)

2i) Remove the battery hold down bracket by removing the 10mm headed bolt and nut circled in [Figure 2e](#)

2j) Remove the battery tray by removing the two (2) 10mm headed bolts shown in [Figure 2f](#).

2k) Remove the by-pass valve (BPV) hose from the turbo inlet pipe using a pliers. The clamp is shown in [Figure 2g](#)

2l) Remove the wire harness clip and waste gate solenoid vent hose from the stock TIP and waste gate solenoid

2m) Remove the 10mm nut from the TIP bracket shown in [Figure 2i](#)

2n) Loosen the hose clamps on the TIP/turbo connection

2o) Remove the stock TIP from the vehicle

3. Install the CorkSport Turbo Inlet Pipe

3a) Install the 2"-2 1/4" silicone reducer onto the turbocharger inlet using a 57-65mm hose clamp, and slide a 63-71mm hose clamp onto the other side of the silicone reducer

3b) Remove the grommet from the stock TIP and install onto the CorkSport TIP, see [Figure 3b](#)

3c) Install the CorkSport TIP into the coupler and mounting bracket, secure to the mounting bracket.

3d) Connect the 4mm silicone hose to the waste gate solenoid and the nipple on the CorkSport TIP

3e) Connect the crankcase breather to the TIP using the supplied silicone hose

3f) Reinstall the stock BPV hose onto the TIP using the factory hose clamp

Checklist Continued

This is an overview of each step in the build. You can use this as a reference and a checklist as you button up the work on your car

4. Remove the Top Mount Intercooler

- 4a) Loosen the hose clamp on the intercooler inlet and the clamps on the throttle body shown in [Figure 4a](#) and [4b](#)
- 4b) Disconnect the vacuum line running to the BPV using a pair of pliers
- 4c) Remove the three (3) 12mm bolts securing the TMIC to the engine, the bolts are shown in [Figure 4d](#) and [4e](#)
- 4d) Remove the TMIC from the car
- 4e) Loosen the hose clamp connecting the rubber coupler to the turbocharger, face the coupler as shown in [Figure 4f](#)

5. Remove the front bumper

- 5a) Remove the two (2) Phillips screw clips and two (2) Phillips head screws from the top of the bumper (see [Figure 5a](#) for location of fasteners)
- 5b) Remove the two (2) Phillips screw clips from the fender liner shown in [Figure 5b](#), then repeat for the other side
- 5c) Remove the six (6) 10mm headed bolts shown by the [red circles](#) in [Figure 5c](#) securing the under tray and remove the undertray
- 5d) Remove the eight (8) 8mm/Phillips screws holding the fender liner to the bumper ([green circles](#) in [Figure 5c](#))
- 5e) Remove the two (2) 10mm bolts securing the bumper to the core support ([blue circles](#) in [Figure 5c](#))
- 5f) On the passenger side disconnect the fog light at the bottom of the bumper (see [Figure 5d](#)) and disconnect the side marker (see [Figure 5e](#))
- 5g) On the driver side disconnect the fog light at the light itself and disconnect the side marker (both shown in [Figure 5f](#))
- 5h) Remove the 8mm/Phillips screw holding on the bumper and repeat for the other side (see [Figure 5g](#) for screw location)
- 5i) Remove the bumper and set it on the carpet or a blanket to keep it from getting damaged
- 5j) Remove the air inlet resonator by pulling back the fender liner on the driver side and removing the three (3) 14mm headed nuts shown in [Figure 5h](#) and [5i](#))

6. Installing the Front Mount Intercooler and Piping

- 6a) Unbolt the cover for the airbag sensor using a 10mm socket (see [Figure 6a](#))
- 6b) Unbolt the airbag sensor using a 10mm socket, be careful with the sensor
- 6c) Cut the bracket for the airbag sensor along the dotted line shown in [Figure 6b](#)
- 6d) Cut out the plastic braces in front of the radiator as shown in [Figure 6c](#)
- 6e) Remove the plastic diffuser using a 10mm socket (see [Figure 6d](#))
- 6f) Remove the two (2) bolts from the top of the crash bar using a 10mm socket (see [Figure 6e](#))
- 6g) Install the intercooler bracket in this location using the factory bolts (see [Figure 6f](#))
- 6h) Install the intercooler by sliding it up behind the crash bar from the bottom, install using the provided M8 bolts, [Figure 6g](#) shows the intercooler installed

Checklist Continued

This is an overview of each step in the build. You can use this as a reference and a checklist as you button up the work on your car

6. Installing the Front Mount Intercooler and Piping Continued

- 6i) Slide the provided cross braces in behind the intercooler and mount them using the factory bolts only to the outside for now (see **Figures 6h** and **6i** to see how braces look installed)
- 6j) Install a 2.25"-2.5" coupler onto the top of the intercooler using the provided 70-78mm hose clamp and place a 63-71mm clamp on the other side of the coupler (see **Figure 6j**)
- 6k) Trim the Styrofoam and headlight as shown in **Figure 6k** to provide clearance for the piping
- 6l) Put pipe #3 into place and insert into the coupler on the intercooler, and mount to the car (See **Figure 6l**)
- 6m) Install pipe #1 into the factory rubber coupler on top of the turbo using a provided 63-71mm hose clamp, the pipe should sit as shown in **Figure 6m**
- 6n) Install pipe #5 onto the throttle body using the 2.75" straight coupler and two (2) 77-85mm hose clamps (See **Figure 6n**)
- 6o) Install the provided rubber isolator as seen in **Figure 6o**
- 6p) Install a 2.25" straight coupler onto the end of pipe #5 using a 63-71mm hose clamp and slide another clamp over the coupler.
- 6q) Install a 2.25"-2.25" reducing coupler onto the lower outlet of the intercooler **Figure 6p**
- 6r) Install pipe #4 by threading it through the car from below and insert into pipe #5 and the intercooler, make sure the bracket is seated properly on the isolator and secure the pipe using a 8mm nut **Figure 6q**
- 6s) Remove the 10mm/Phillips head bolt from the ground point shown by the **green** circle in **Figure 6r**
- 6t) Install a 2.25" straight coupler onto pipe #1 and pipe #2
- 6u) Reinstall pipe #2 by threading it through from the engine bay, and line up the bracket with the ground point and reinstall the bolt through the bracket and ground bracket (see **Figure 6s**)
- 6v) Check all connections and the positions of all the piping and make sure all connections have hose clamps and that they are tight
- 6w) Reinstall the airbag sensor and its cover and reposition the air temperature sensor to the new supports using a zip-tie **Figure 6t**
- 6x) Reinstall the BPV valve using the factory hose, install onto the flange using the provided 6mm bolts and nuts **Figure 6u**
- 6y) Remove the hood shroud by removing the four (4) 13mm headed bolts shown in **Figure 6v**

7. Installing the CorkSport Short Ram Intake

Note: If you already have a CorkSport intake, replace the silicone intake elbow with the one provided in this kit and skip to step 8. If you have another brand intake, skip to step 8.

- 7a) Reinstall the battery tray by reinstalling the two (2) 10mm headed bolts and set the battery back into place
- 7b) Install the provided silicone elbow onto the CorkSport TIP using a 63-71mm clamp and leave it loose
- 7c) Install the MAF housing into the elbow using a 77-85mm clamp and tighten the clamp
- 7d) Install the filter onto the MAF housing using a 77-85mm clamp (**Figure 7a** shows an installed intake)

Checklist Continued

7. Installing the CorkSport Short Ram Intake Continued

- 7e) Remove the MAF sensor from the factory airbox
- 7f) Install the MAF sensor into the CorkSport MAF housing using the supplied hardware being sure that the sensor is fully seated
- 7g) Reconnect the positive battery terminal then reconnect the negative battery terminal
- 7h) Tighten all hose clamps

8. Check Installation

- 8a) Start the car: You are now ready to start the car, if there are issues with the idle, check your connections –hose clamps for tightness and check to make sure the MAF sensor is fully seated in the housing.
- 8b) If possible, fully warm up the car and test drive it under hard acceleration to check for boost leaks. If any are suspected recheck all silicone connections. After a test drive, recheck all hose clamps again for tightness.


9. Reinstall the Front Bumper

- 9a) Reinstall the front bumper by placing it into position and pop in the sides of the bumper into place
- 9b) Install the 8mm/Phillips screw located just behind the fender liner and repeat for the other side
- 9c) Reconnect the fog lights and side markers
- 9d) Install the two (2) 10mm headed bolts that hold the bumper to the radiator support
- 9e) Install the eight (8) 8mm/Phillips head screws holding the fender liner to the bumper
- 9f) Install the undertray by sliding the back tabs into the subframe and reinstalling the six (6) 10mm headed bolts
- 9g) Reinstall the two (2) Phillips screw clips into the fender liner and repeat for the other side
- 9h) Reinstall the two (2) Phillips head screws clips and two (2) Phillips head screws into the top of the bumper



This completes the installation of your FMIC. Take your vehicle for a test drive. Once your vehicle is up to operating temperature, open the hood and check for boost leaks or any loose connections and tighten connections as needed. Check out our [knowledgebase](#) for additional install information.

Detailed Instructions

 These instructions are made for all 2006-2007 Mazdaspeed 6, please contact us if you have questions about the fitment for your specific application.

1. Jack Up the Vehicle

A) Jack up the front of the vehicle and place on jack stands.

2. Remove the Stock Intake and Turbo Inlet Pipe (TIP)

 If you already have an aftermarket intake installed, skip to step 4a. This includes a CS Intake

A) Remove the battery cover.

B) Disconnect the battery terminals, negative first then positive.

C) Remove the TMIC cover by removing the two (2) 10mm headed bolts fastening the front of the cover. See the red circles in [Figure 2a](#). Lift the cover up and back to remove.

D) Disconnect the Mass Air Flow (MAF) sensor (See [Figure 2b](#)).

E) Remove the lid of the air box by loosening the hose clamp connecting it to the intake elbow. Unclip the four clips from the top of the air box and lift up to remove lid.

F) Remove the intake elbow by first disconnecting the crank case vent hose from the valve cover (see [Figure 2c](#)) and loosening the hose clamp on the Turbo Inlet Pipe (TIP) connection. (See [figure 2g](#) for TIP location)

G) Remove the air box by lifting it out of the car.

H) Remove the air box bracket by removing the two (2) bolts using a 12mm socket (see [Figure 2d](#)).

I) Remove the battery hold down bracket by removing the 10mm headed bolt and nut circled in [Figure 2e](#) (aftermarket battery shown). Remove the battery.

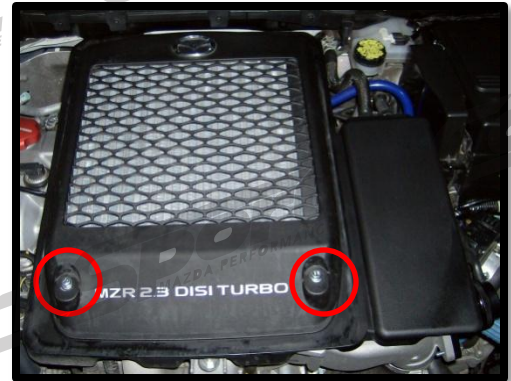


Figure 2a

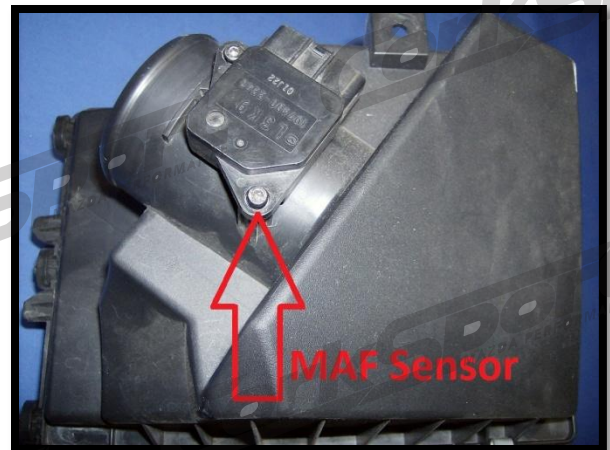


Figure 2b

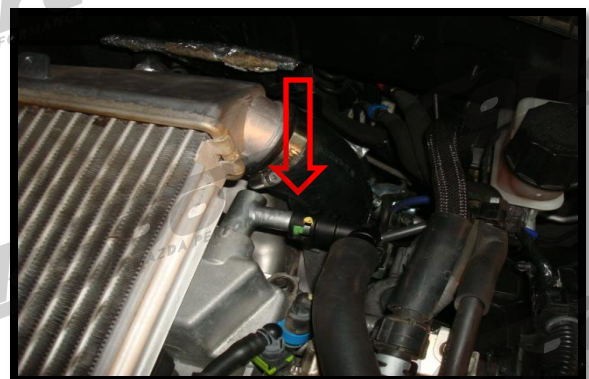


Figure 2c

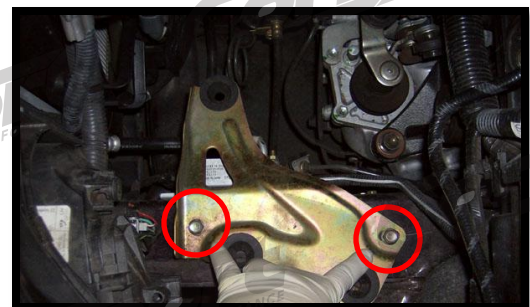


Figure 2d

2. Remove the Stock Intake and Turbo Inlet Pipe Continued

- J) Remove the battery tray by removing the two (2) bolts using a 10mm socket (see **Figure 2f**). Also unclip the wiring harness clips that the arrow is pointing to in **Figure 2f**.
- K) Remove the by-pass valve (BPV) hose from the TIP and BPV by moving the clamps with pliers (see **Figure 2g**).
- L) Remove the wiring harness clip and the waste gate solenoid vent hose from the stock TIP and waste gate solenoid (red arrows in **Figure 2h**).
- M) Remove the 10mm nut from the TIP bracket Cirled in **Green** in **Figure 2g**.
- N) Loosen the hose clamps on the TIP to turbo connection using a 10mm socket or Phillips head screwdriver.
- O) Remove the stock TIP from the vehicle.



Figure 2e

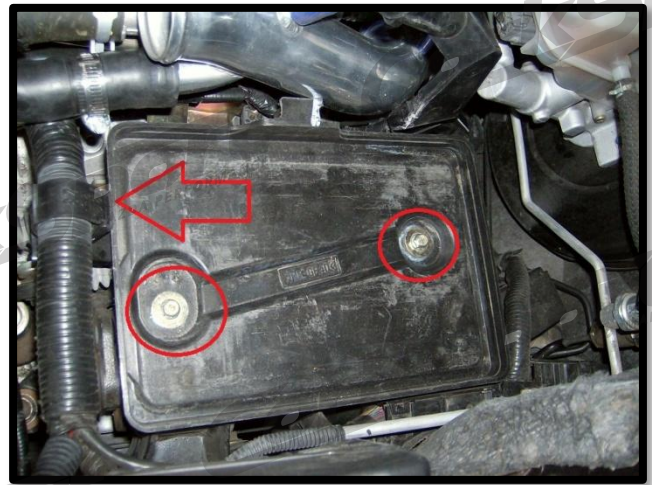


Figure 2f



Figure 2h

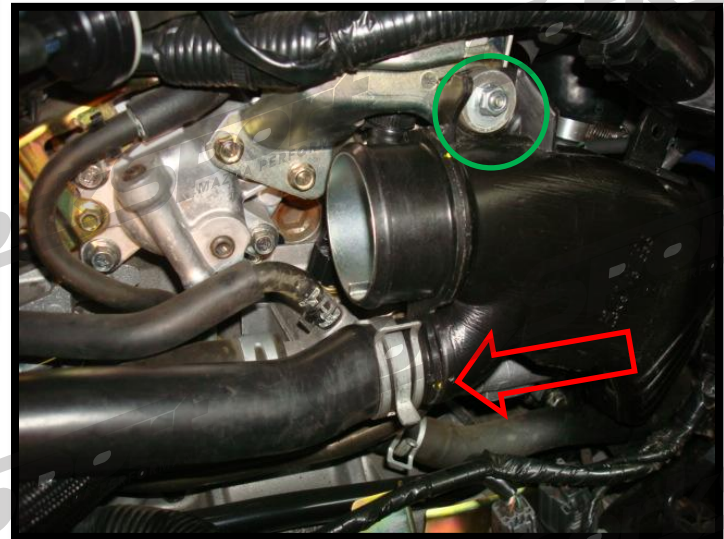


Figure 2g



Figure 3a



Figure 3b



Figure 3c

3. Install the CorkSport Turbo Inlet Pipe

- A) Install the 2"-2 1/4" silicone reducer onto the turbocharger inlet using a 57-65mm hose clamp on the turbo connection. Tighten the hose clamp. Slide a 63-71mm clamp over the other side of the coupler. Figure 3a shows how the silicone looks installed.
- B) Remove the grommet from the stock TIP and install onto the CorkSport TIP. See Figure 3b.
- C) Install the CorkSport TIP into the coupler and mounting bracket. Secure to the mounting bracket with the 10mm headed nut and tighten the hose clamp on the turbo coupler. Figure 3c shows how the TIP looks installed into the vehicle.
- D) Connect the supplied hose to the waste gate solenoid and the nipple on the CorkSport TIP. Take care when installing to not break the waste gate solenoid (Figure 3d shows the TIP installed with silicone). Red Arrow
- E) Connect the crankcase breather to the TIP using the supplied silicone hose (Figure 3d shows the TIP installed with silicone). Blue Arrow
- F) Reinstall the stock BPV hose onto the TIP using the stock hose clamp. (shown installed onto TIP in Figure 3d). Green Arrow

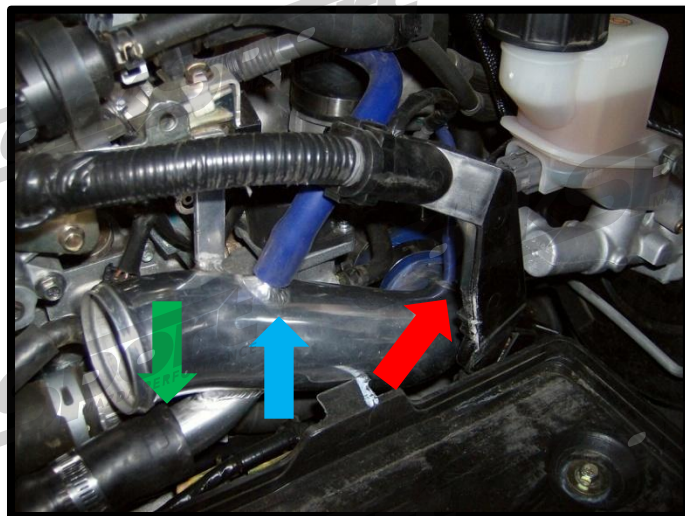



Figure 3d

4. Remove the Top Mount Intercooler

A) Loosen the hose clamp on the intercooler inlet (Figure 4a) and the clamps on the throttle body (Figure 4b) using a 10mm socket or Phillips head screw driver.

 Some Models of MS6's will have different intercooler couplers but the steps remain the same

B) Disconnect the vacuum line running to the BPV using a pair of pliers (red circle in Figure 4c).

C) Remove the three (3) 12mm bolts securing the TMIC to the engine. The bolts are shown in Figure 4d and Figure 4e.

D) Remove the TMIC from the car. Leave the rubber coupler attached to the turbocharger. (see Figure 4f)

E) Loosen the hose clamp connecting the rubber coupler to the turbocharger. Face the coupler towards the area of the intake as this coupler will be used for pipe #1. See Figure 4f to see how the coupler should be facing. Keep the hose clamp loose for now.



Figure 4a



Figure 4b

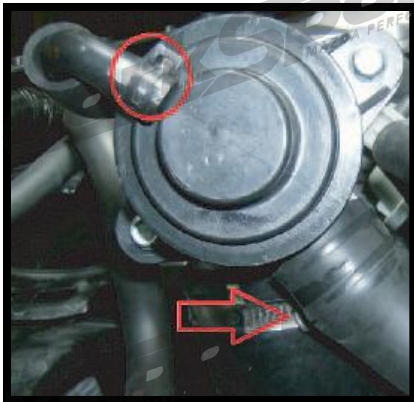


Figure 4c



Figure 4d



Figure 4e



Figure 4f

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5. Remove the Bumper

- A) Remove the two (2) Phillips screw clips (green circles in Figure 5a) and the two (2) Phillips head screws (red circles in Figure 5a) from the top of the bumper/grill.
- B) Remove the two (2) Phillips screw clips from the fender liner shown in Figure 5b. Repeat for the other side.
- C) Remove the six (6) 10mm headed bolts securing the under tray and remove under tray (red circles in Figure 5c).
- D) Remove the eight (8) 8mm/Phillips screws holding the fender liner to the bumper (green circles in Figure 5c).
- E) Remove the two (2) 10mm bolts securing the bumper to the core support (blue circles in Figure 5c).

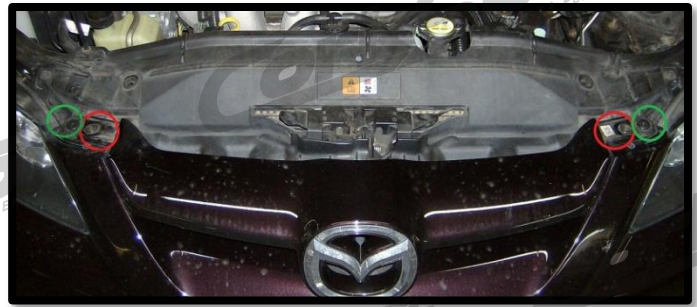


Figure 5a



Figure 5b

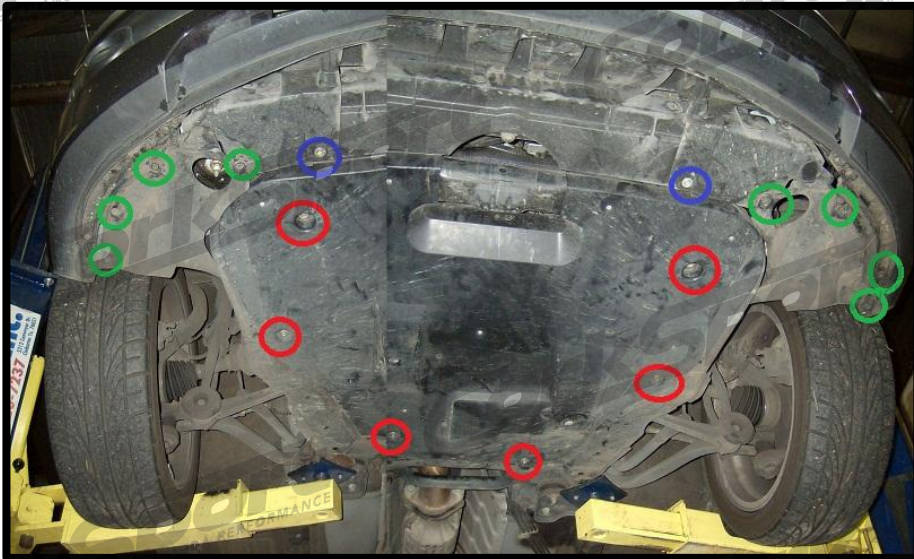


Figure 5c

- F) On the passenger side, disconnect the fog light at the bottom of the bumper (shown in Figure 5d) and disconnect the side marker (shown in Figure 5e).




Figure 5e



Figure 5d

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5. Remove the Bumper

- G) On the driver side, disconnect the fog light at the light itself (red circle in Figure 5f) and disconnect the side marker (green circle in Figure 5f).
- H) Remove the 8mm/Phillips screw holding on the bumper. This screw is located behind the fender liner. With the fender liner pulled back the screw will look like Figure 5g. Repeat for the other side.  See a how to- video on the CorkSport YouTube Page <http://youtu.be/Z7ilmNHycOg>
- I) Remove the bumper and set it on carpet or a blanket to keep it from getting damaged.
- J) Remove the air inlet resonator by pulling back the fender liner on the driver side. Remove the three (3) 14mm headed nuts and remove from the vehicle (See Figures 5h and 5i, second bolt in Figure 5i is just above the bolt shown in figure).

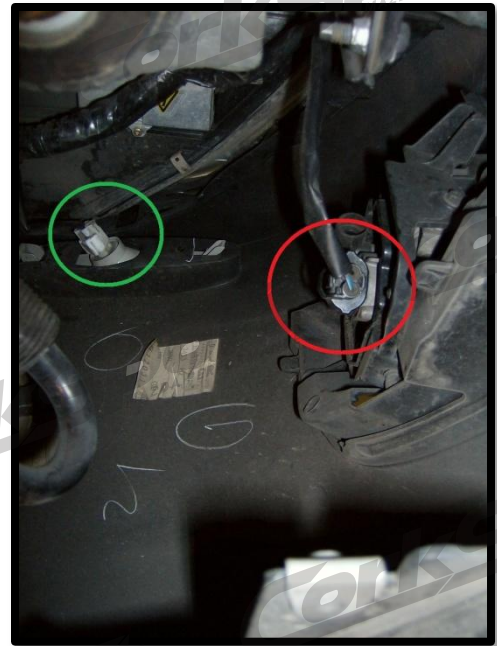


Figure 5f

6. Installing the Front Mount Intercooler and Piping

- A) Unbolt the cover for the airbag sensor using a 10mm socket. The bolt is shown by the red circle in Figure 6a.
- B) Unbolt the airbag sensor using a 10mm socket. Even though the battery is removed be careful with the sensor.
- C) Cut the bracket for the airbag sensor along the dotted line shown in Figure 6b.

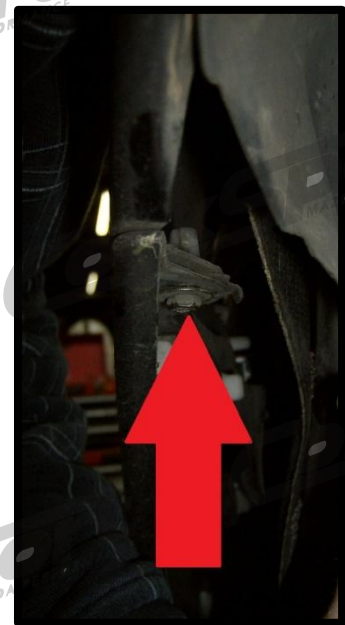


Figure 5g



Figure 5h

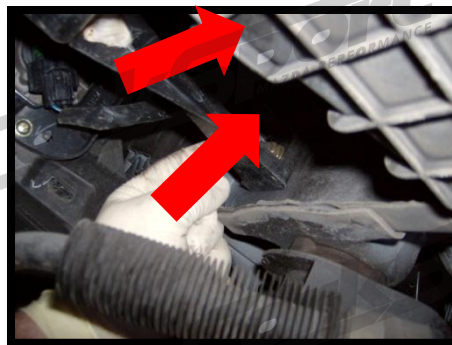


Figure 5i



Figure 6a



Figure 6b

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6. Installing the Front Mount Intercooler and Piping Continued

- D) Cut out the plastic braces in front of the radiator. **Figure 6c** shows which braces to cut out. It is easiest to cut them using just a hacksaw blade, but a dremel with a cutoff wheel will also work although the access is a little tight.

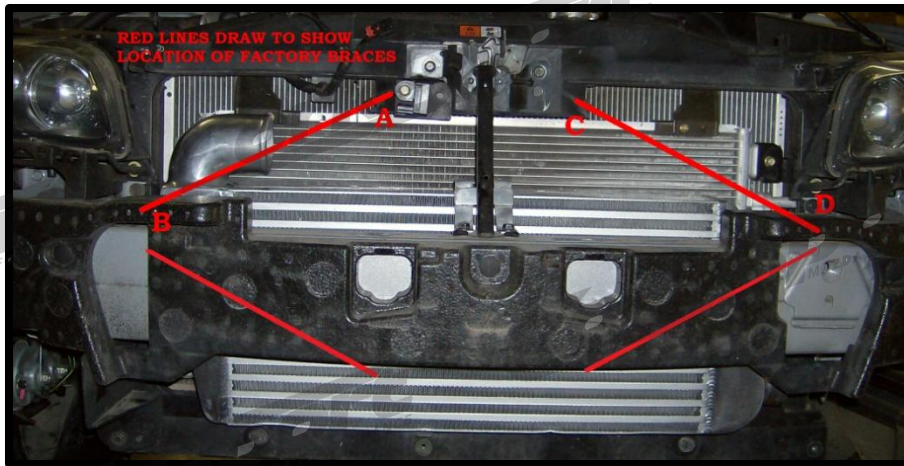


Figure 6c

- E) Remove the plastic diffuser using a 10mm socket (see **Figure 6d**).
- F) Remove the two (2) bolts from the top of the crash bar using a 10mm socket (see **Figure 6e**).
- G) Install the provided intercooler bracket in this location using the factory bolts (see **Figure 6f**).
- H) Install the intercooler by sliding it up behind the crash bar from the bottom. It is best to have an extra person helping you for this step. Use the provided M8 bolts to install the intercooler onto the bracket. Tighten these bolts using a 13mm socket (**Figure 6g** shows the intercooler installed).



Figure 6d



Figure 6e



Figure 6f

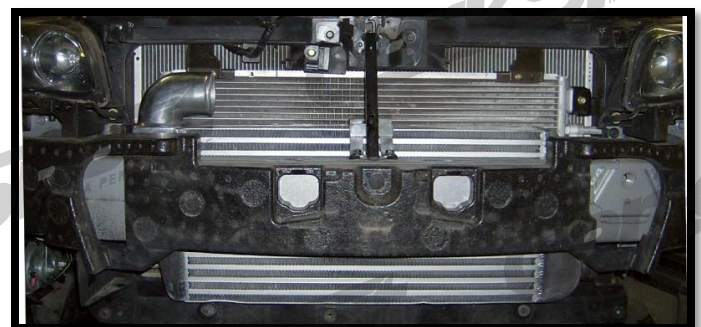


Figure 6g

6. Installing the Front Mount Intercooler and Piping Continued

- I) Slide the provided cross braces in behind the intercooler. At this point only mount the outside mounting points. Mount them to the car using the factory 10mm headed bolts. See Figures 6h and 6i for bolt locations and to see how the braces look when installed properly.
- J) Install a 2.25"-2.5" coupler onto the top of the intercooler using the provided 70-78mm hose clamp. Place a 63-71mm hose clamp onto the other side of the coupler (see Figure 6j, hose clamps not installed in figure).
- K) Trim the Styrofoam and head light as shown in Figure 6k to allow clearance for the intercooler piping.
- L) Place pipe #3 into place and insert into coupler on intercooler. Mount the pipe to the car using the factory bolt (location of mount shown in Figure 6i). This mount is also the top mounting location for the new driver side radiator brace. Leave the hose clamp loose for now.
- M) Install pipe #1 into the factory rubber coupler on top of the turbo using a provided 63-71mm clamp. The pipe should sit in the position as shown in Figure 6m.

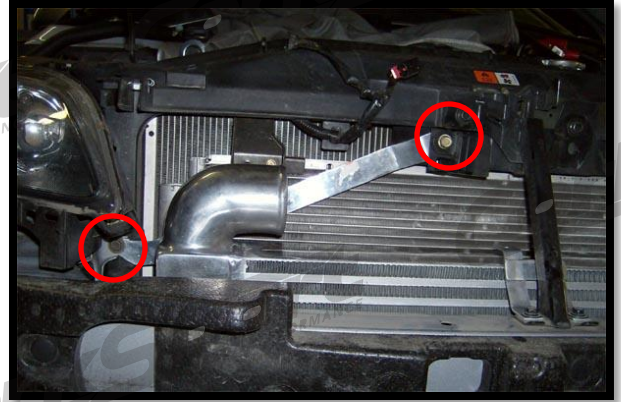


Figure 6h



Figure 6i

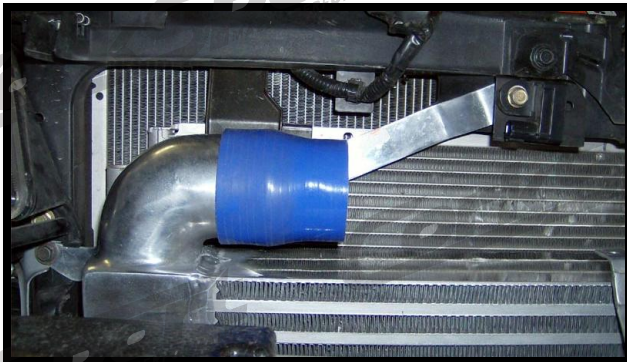


Figure 6j



Figure 6k



Figure 6l



Figure 6m

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6. Installing the Front Mount Intercooler and Piping Continued

N) Install pipe #5 onto the throttle body using the 2.75" to 2.5" reducer with one (1) 77-85mm hose clamps and one (1) 70-78mm hose clamp. (See Figure 6n).



Figure 6n

O) Install the provided rubber isolator as seen in the red circle in Figure 6o

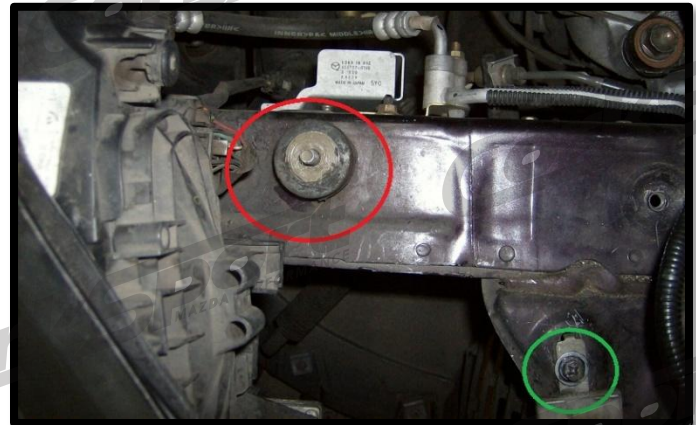


Figure 6o

P) Install a 2.25" straight coupler onto the end of pipe #5 using a 63-71mm hose clamp. Slide another hose clamp over the coupler.

Q) Install a 2.5"-2.25" reducing coupler onto the lower outlet of the intercooler. Figure 6p

R) Install pipe #4 by threading it through the car from below. Insert the pipe into the coupler on the end of pipe #5 and the lower outlet of the intercooler. Make sure the bracket on the pipe is seated properly on the isolator. Secure the pipe to the isolator using a provided 8mm nut (Red arrow in Figure 6q shows the pipe installed).

S) Remove the 10mm/Phillips head bolt from the ground point shown by the green circle in Figure 6o.

T) Install a 2.25" straight coupler onto pipe #1 and pipe #2.

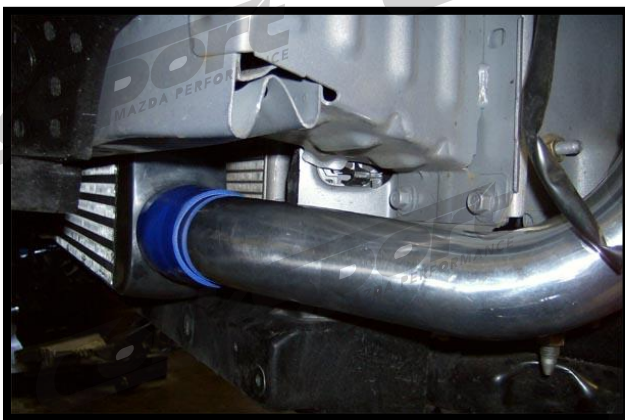


Figure 6p




Figure 6q

6. Installing the Front Mount Intercooler and Piping Continued

U) Install pipe #2 by threading it through from the engine bay. Line up the bracket with the ground point and reinstall the bolt through the ground bracket.

Figure 6r shows pipe #2 installed into the car (the intake has already been installed in this picture).

V) Check all connections and the positions of all of the piping. Make sure all connections have a hose clamp and go through and tighten all of the hose clamps. The clamps must be very tight to ensure no boost leaks occur.

 It's important that this step be checked as the alignment of the pipes is critical for the fitment of the kit.

W) Reinstall the airbag sensor and its cover. Reposition the temperature sensor to the new supports using a couple zip-ties (see Figure 6t)

X) Reinstall the BPV valve using factory hose. Install the BPV valve using the provided 6mm bolts and nuts. Figure 6s shows the BPV valve installed.

Y) Remove the hood shroud by removing the four (4) 13mm headed bolts holding the shroud to the hood. The bolts are shown in Figure 6u.



Figure 6r

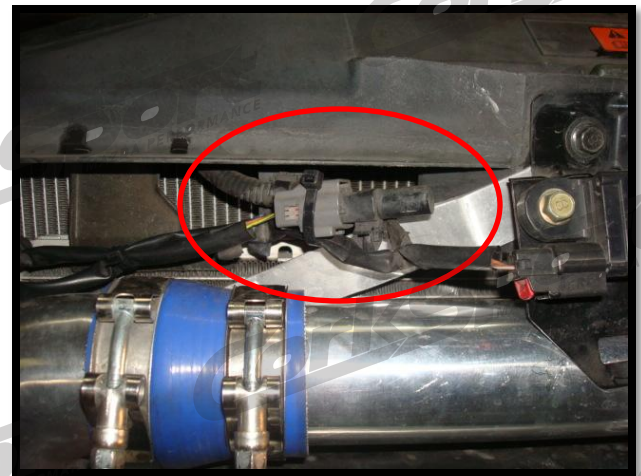


Figure 6t



Figure 6s

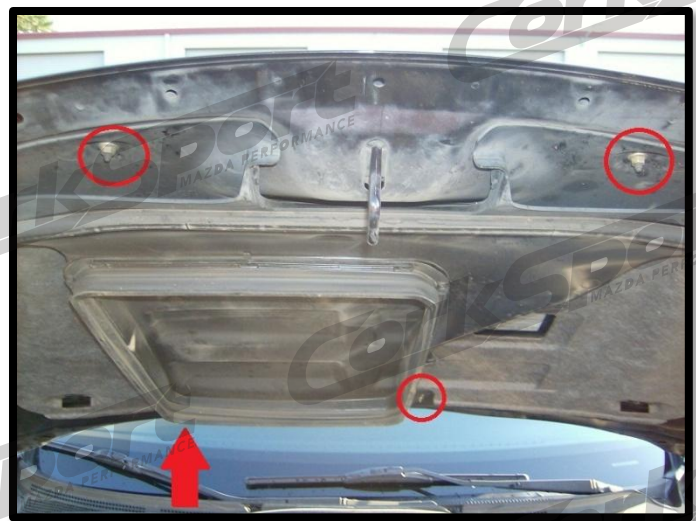


Figure 6u

7. Installing the CorkSport Short Ram Intake



If you already have a CorkSport intake, replace the silicone intake elbow with the one provided in this kit and skip to step 8. If you have another brand intake, skip to step 8.

- A) Reinstall the battery tray by reinstalling the two (2) 10mm headed bolts. Set the battery back into place (see Figure 2f).
- B) Install the provided silicone elbow onto the CorkSport TIP using a 63-71mm clamp. Leave it loose to be able to position the intake if necessary.
- C) Install the MAF housing into the elbow using a 77-85mm clamp. Tighten down the clamp.
- D) Install the filter onto the MAF housing using a 77-85mm clamp. Tighten the clamp. Figure 7a shows the intake installed.
- E) Remove the MAF sensor from the factory airbox (see Figure 2b)
- F) Install the MAF sensor into the CorkSport MAF housing using the supplied hardware. Make sure that the MAF sensor seats properly into the housing as it could trigger a Check Engine Light if installed incorrectly. Connect the MAF sensor to the wiring harness.
- G) Reconnect the positive battery terminal then reconnect the negative battery terminal.
- H) Tighten down all hose clamps.



Figure 7a

8. Check Installation

- A) **Start the car:** You are now ready to start the car, if there are issues with the idle, check your connections – hose clamps for tightness and check to make sure the MAF sensor is fully seated in the housing.
- B) **If possible, fully warm up the car and test drive it** under hard acceleration to check for boost leaks. If any are suspected recheck all silicone connections. After a test drive, recheck all hose clamps again for tightness.

9. Reinstall the Front Bumper

- A) Reinstall the front bumper by placing it into position. Pop the side of the bumper into the fenders. It will snap into place (see Figure 5b).
- B) Install the 8mm/Phillips screw located just behind the fender liner. Repeat for the other side. (See Figure 5g)
- C) Reconnect the fog lights and side markers. (see Figure 5d, Figure 5e, Figure 5f)
- D) Install the two (2) 10mm headed bolts that hold the bumper to the radiator support. (see Figure 5a)

9. Reinstall the Front Bumper

- E) Install the eight (8) 8mm/Phillips head screws holding the fender liner to the bumper. **Figure 5c**
- F) Install the undertray by sliding the back tabs into the subframe. Install the six (6) 10mm headed bolts to secure the under tray. **Figure 5c**
- G) Reinstall the two (2) Phillips screw clips into the fender liner and repeat for other side
- G) Reinstall the two (2) Phillips head screws into the top of the bumper. **Figure 5b**

! This completes the installation of your FMIC. Take your vehicle for a test drive. Once your vehicle is up to operating temperature, open the hood and check for boost leaks or any loose connections and tighten connections as needed. Check out our [knowledgebase](#) for additional install information .

What's Next:

[CorkSport Power Series Mazdaspeed 6 Exhaust System](#)



A dual muffler design on the CorkSport Mazdaspeed 6 exhaust provides a deep tone and gives a solid power gains through the RPM band. The Mazdaspeed 6 exhaust uses ovaled 80mm tips to fit through the stock rear bumper bezels for a stock look.

The CorkSport Power Series Mazdaspeed 6 exhaust systems are constructed with the quality materials and construction methods. CorkSport uses 80mm polished 304 Stainless Steel piping for all our Mazdaspeed 6 exhaust systems. Mandrel bent piping is used for smooth exhaust flow to increase power. CorkSport Mazdaspeed 6 exhaust also features TIG welds for a strong and good looking connection.

Ready for a serious increase in horsepower and torque? Installation of the CorkSport Mazdaspeed 6 Downpipe has shown power gains of 26 horsepower and 32 torque at the wheels. The CorkSport downpipe bolts to the stock second catalyst or aftermarket racepipes.

The CorkSport Mazdaspeed 6 Power Series Downpipe is constructed with the quality materials and construction methods. CorkSport uses polished 3 inch 304 Stainless Steel piping for all our Mazdaspeed 6 Downpipes. Mandrel bent piping is used for smooth exhaust flow to increase power.

[CorkSport Power Series Mazdaspeed 6 Downpipe](#)

